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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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The cradle of Naval Aviation to be closed down as an air station

H.M.S. DAEDALUS TO BECOME ARIEL

THE Royal Naval Barracks, Lee-on-Solent, the cradle of Naval Aviation, the "home" of thousands of Fleet Air Arm ratings, ceases duty as a Royal Naval air station on October 31. From that date H.M.S. Daedalus will refer only to the Headquarters of the Flag Officer Air, Home, at Wykeham Hall.

The barracks will become H.M.S. Ariel, which has been transferred from Worthy Down. H.M.S. Ariel is the Naval Air Electrical School and when completely transferred to its new quarters will house many hundreds of instructors, maintenance staffs and trainees.

H.M.S. Daedalus has been the headquarters of the Fleet Air Arm since May, 1939, and since then hundreds of thousands of Fleet Air Arm officers and ratings have passed through the establishment. The fine officers' mess, the modern buildings, the well-kept lawns and flower beds, the large airfield, the spaciousness, everywhere so different from the overcrowded, old-fashioned barracks and schools of the home ports, all helped to breed a new Navy within the traditions of the old.

One squadron remains at Lee. It is the Communication Squadron, No. 781, which has the duty of maintaining communications and of the air passages of important naval persons. Apart from this squadron, naval aircraft flying to and from the Aircraft Repair Yard at Fleetlands will use the airfield.

Over the years all types of aircraft have been seen at Lee. From the well-remembered "string-bag," the Swordfish, the amphibious Walrus, the Navy's first eight-gun fighter, the Fulmar to the Seahawks, Venoms, Seafires and Sea Vixens of today. All have been seen at Lee-on-Solent—all have been flown by and serviced by officers and men of H.M.S. Daedalus.

As naval names go, H.M.S. Daedalus has had a short life, but it will never

go into oblivion—the thousands who have passed through its gates will always remember Daedalus—the Master Craftsman of Greek mythology—with pride and affection.

Submarine Memorial for Two World Wars

THE Submarine War Memorial on the Victoria Embankment in London has been altered to commemorate submarines lost in the Second World War as well as the First World War.

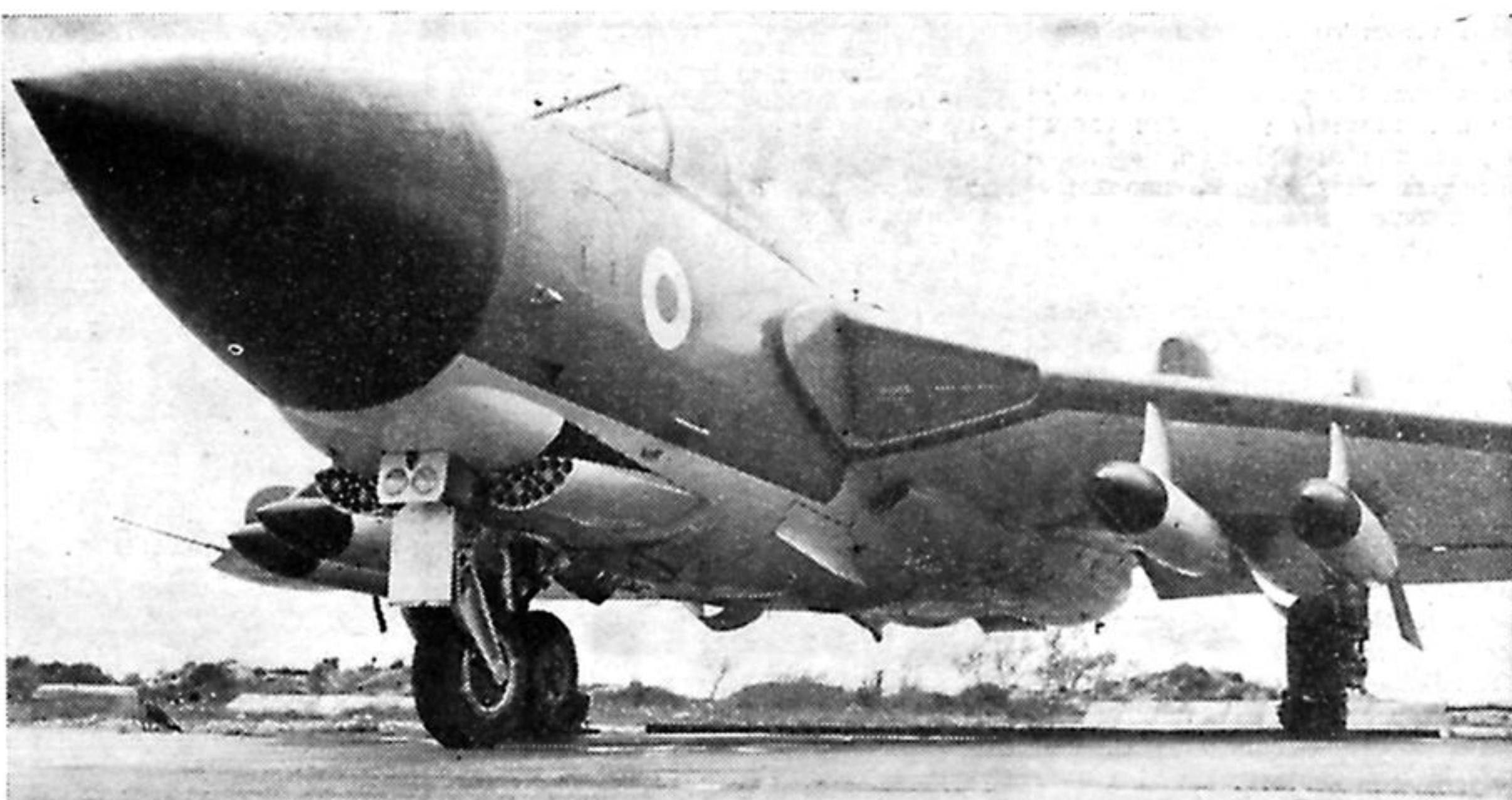
On Sunday, November 15, at 10.45, the revised memorial will be unveiled by Flag Officer, Submarines, Rear-Admiral B. W. Taylor, C.B., D.S.C., at a special service conducted by the Rev. C. H. Benson, M.A., at which the Board of Admiralty is expected to be represented.

The memorial is situated on the Victoria Embankment between Blackfriars and Waterloo Bridge, near the R.N.R. Headquarters Ship, H.M.S. President, and opposite the Temple Underground station.

SUBMARINERS DON'T CARE!



A submariner can take most things! Graham Fisher, Able Seaman, of Chorley, Lancs, in H.M.S. Ambush, takes a smiling look at the weather when his submarine visited Montreal in June last



An aircraft which will not work from Lee. The Royal Navy's latest all-weather high-performance fighter, the Sea Vixen. It is equipped to fire 124 rockets. This terrific punch is made possible by a glass fibre launcher. The Sea Vixen can carry six of these—four loaded each with 24 rockets and two each with 14 rockets.

What Cape Town thought of Albion

IT has often been said that the officers and men of the Royal Navy make Britain's best ambassadors; and the following, taken from the *Cape Times*, demonstrates clearly that Albion's crew maintained that tradition:

"Cape Town has always delighted in taking to its heart the ships that call here and the men who sail in them. During the last fortnight the city's special guest has been the aircraft carrier H.M.S. Albion, and when this proud ship sails today there will be many who will feel her absence long after other ships have filled her vacant berth.

RUSSIANS PICK UP SKYRAIDER CREW

HOPES of finding the crew of a Skyraider aircraft from H.M.S. Victorious which had been missing for more than 24 hours had almost been given up when the Admiralty received a message from Moscow stating that the crew had been picked up by a Russian trawler.

The aircraft had crashed into the sea near the Lofoten Islands.

The crew of the aircraft was Lieut. B. B. Hartwell, of Helford, near Helston (pilot), Sub-Lieut. M. D. Comber, of Brighton, and Midshipman W. J. V. Walker, of Carshalton Beeches.

Tobruk 1941

AN annual dinner is held in London every year in November to commemorate the siege of Tobruk in 1941 and those eligible to attend are officers and ex-officers of all three Services and of the Merchant Navy who served at Tobruk between April, 1941, and December, 1941, or who helped to maintain the garrison by voyages to and from the port or by flying over it during the same period.

The dinner this year is being held on November 20 at the Connaught Rooms, Kingsway, W.C.2, and the chairman will be General Sir R. Mack Scobie and the guest of honour Admiral of the Fleet The Earl Mountbatten of Burma.

Details concerning the function may be obtained from Major-General C. E. N. Lomax, of "Whitegates," Sea Lane, Ferring-by-Sea, Worthing.

Keel of Tribal class frigate laid

THE keel of a Tribal class General Purpose frigate was laid down at H.M. Dockyard, Portsmouth, on September 7.

The ship will be the fourth of her class and like her sister ships will be equipped with a main armament of two 4.5 inch guns. To complete her general purpose potential, she will have 21-inch torpedo tubes, anti-submarine mortars and a helicopter.

Three other ships of this class are under construction, including Ashanti which was launched in March. It is understood that the name of this latest ship will be Nubian.

Ahead
for Quality



Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

WAST strides have been made in the Navy during the last half-century. Conditions both afloat and on shore have been transformed: air power allied with sea power allows men and arms to reach a possible danger spot in a fraction of the time which used to be necessary; instruments pick up, track and fire at an enemy with a precision which verges on the uncanny; submarines are in existence which can circumnavigate the globe without refuelling and can stay submerged for a couple of months, and so on.

Progress all the time—sometimes slowly, sometimes with startling speed—and yet, in one respect, the Royal Navy is still at the turn of the century. We have no dockside accommodation for officers and men. Thousands of man hours are wasted every year—every month—because ships' companies have to be marched from their work on ships refitting in the dockyards for their midday meal. Only in very few cases is transport provided. It is all so wasteful both in time and efficiency, and in wet weather not conducive to the health and temper of those concerned.

The difficulties in providing dockside accommodation for ships refitting are enormous. The costs are very great and space in our yards always at a premium, but the difficulties should not be insuperable and the gains would far outstrip them. It does not need a mathematician to calculate how many man hours would be saved in a month if—say—the 500 men working on a carrier and who now have to march two miles for dinner and then return to their ship for work in the afternoon, could be saved these frustrating journeys.

Visiting foreign yards our officers and men see proper dockside accommodation within reasonable distance of their work and must wonder when the Royal Navy is going to make progress in this direction as it has in others.

While the earth remaineth seed-time and harvest, and cold and heat, and summer and winter and day and night, shall not cease.

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All these services will take the following route for convenience of Service Personnel: R.M. Barracks, Eastney: H.M.S. Vernon: Royal Sailor's Home Club, Queen Street: R.N. Barracks, Unicorn Gate: Stanley Rd. for H.M.S. Excellent: H.M.S. Phoenix: R.A.O.C. Hulme Barracks, Caltham, Horns: Town Quay, Fareham. Also picking up at H.M.S. Ariel at cheaper rate.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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Vectis King hands over to successor

NEW MASCOT FOR R.N.B. PORTSMOUTH

AT his last Divisions as Commodore of the Royal Naval Barracks, Portsmouth (he was relieved on September 15 by Commodore the Viscount Kelburn, D.S.C.), Commodore A. A. F. Talbot presented the old barracks mascot, Bulldog Vectis King, with his Long Service and Good Conduct Medal and also issued his successor, Junior Bulldog Buster Game'un.



Vectis King regards the scene of his many parades with a sorrowful eye while Buster Game'un ponders on his future.

with the necessary "joining routine papers."

Vectis King is now in honourable retirement at Miss Molly Atherton's sanctuary at Shaftesbury, after about nine years as the barracks mascot.

Buster Game'un was presented to the Barracks by Mrs. L. Parry, of Cheltenham—a bulldog breeder. Although his duties are not onerous, Buster must uphold the dignity of his high office. Vectis King was heard to mumble: "He's young, but he'll learn; steady dignity is the hallmark of a good mascot."

The Commander-in-Chief, Portsmouth, Admiral Sir Manley L. Power, presented the Gosport Sea Cadet Corps with its Colour on September 19.

LETTERS TO THE EDITOR

'Away from it all' by Aqualung

SIR.—Reports of sporting activities are always of the usual type—football, cricket, squash, etc., but few mention expedition training activities. This type of "away from it all" activity is an important part of the Naval man's change of routine.

Here at Yeovilton we keep a good stock of camping equipment, enough to cater for 20 ratings each weekend. Canoes are available and different rivers are navigated at weekends. Canoeing in Somerset is very difficult at this time of the year. Winter canoe work presents no problems as flooding gives us fast waters making journeys sometimes hazardous.

But our pet activity here is our Sub-Aqua Club. Apart from the R.N.V.R. club we are the only Naval branch of the British Sub-Aqua Club. With rules from H.M.S. Vernon and the B.S.A.C., our training is very strict. There are hard bath training sessions and tests to pass before each man can progress to Aqualung bath training. This with three outdoor meetings has to be accomplished before he can proceed on his first open sea dive using an Aqualung and then only with strict supervision.

Aqualungs can be purchased by any Naval rating and without strict training it can be a deathtrap. It takes us three months' spare time to get a chap to second class standard.

We recently gave up a week's leave here at Yeovilton to organise and run a Home Air Command diving week at Portland. Eighteen people volunteered from lieutenant-commanders to Naval airmen. A full steam ahead start was made using a small but adequate pool at Patrol Headquarters. All who were inexperienced progressed rapidly on the pool training and were in the sea by their second day. On the third day they managed 60 ft, and the fourth day 100 ft. It was up early, get dressed for diving, return for lunch, rest, then away diving again. Night

diving was carried out after day dives were completed. By the end of the week everyone was ready for a good rest. All had accomplished a lot.

Eighty hours diving and approximately 12,000 cubic feet of air was used. We wish to thank all that helped to make this weekend a success. There are too many to name all, but our thanks to the Queen's Harbourmaster, at Portland, Patrol Headquarters, Sea Cadets for the use of their hut and the first lieutenant of H.M.S. Chaser for our bottom search of a submarine.

Here's to our next big diving meeting and our hopes for a Home Air Command diving centre.

R. G. WRIGHT,
C.P.O.
R.N. Air Station,
Yeovilton.

DUNKIRK MEMORIES

SIR.—Miss Joan Isaacs, Research Editor of The Readers' Digest organisation with whom I have a close working association, has suggested that I should get in touch with you.

I should explain that I have been commissioned by my publishers, William Collins and Sons, to prepare an authentic narrative account of the Dunkirk evacuation of May 1940, which involved some 500,000 men from its inception to its finish. There are, of course, many official records from which facts can be gathered but the idea I have in mind is to re-tell this great story from the viewpoint of those who were there.

For this reason I should be interested to hear from any of your readers who have memories of Dunkirk. There is no need for any literary efforts; I shall be visiting every part of the British Isles in the course of the next few months and I am more than willing to go to see anyone who feels that he has a good story to tell. Any reader who feels that he has got one is welcome to contact me at None-gby, Burgh Heath, Surrey.

Yours sincerely,
RICHARD COLLIER.

ROYAL NAVY'S DRAFTING FORECAST

SUBMARINE COMMAND

H.M.S. Ambush, October, at H.M.S. Dolphin for refit at Singapore.	at Portsmouth for Home Sea Service, U.K. Base Port, Portsmouth.
H.M.S. Truncheon, November, at Devonport for service in 3rd Submarine Squadron.	No. 848 Squadron, November 10, at Portland for Overseas Service (Bulwark).
H.M.S. Tudor, November, at Rosyth for service in 5th Submarine Squadron.	H.M.S. Hartland Point, November 24, at Chatham, for Foreign Service (Far East).
H.M.S. Alliance, December, at Devonport for service with 3rd Submarine Squadron based at Faslane.	H.M.S. Trafalgar, November 24, at Portsmouth, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Portsmouth.
H.M.S. Amphion, December, at Portsmouth for service with 3rd Submarine Squadron based at Faslane.	H.M.S. Brave Swordsman, February, at Portsmouth, for Home Sea Service, U.K. Base Port, Portsmouth.
H.M.S. Aurochs, December, at Portsmouth for service with the 6th Submarine Squadron at Halifax, Canada.	H.M.S. Ursa, February, at Malta, for trials.

GENERAL

H.M.S. Wakeful, October 1, at Portsmouth for trials. Commissions November 3 for Home Sea Service (Portsmouth Squadron). U.K. Base Port, Portsmouth.	H.M.S. Quainton, February, at Devonport, for Home Sea Service. U.K. Base Port, Portland.
H.M.S. Albion, October 6, at Portsmouth, for General Service Commission (Home/East of Suez) (14 months). U.K. Base Port, Portsmouth.	H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.
H.M.S. Broadsword, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.	H.M.S. Dunkirk, November 24, at Devonport, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.
H.M.S. Ark Royal, December 1, at Devonport, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.	H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.
H.M.S. Jaguar, December, at Dartmouth for trials. Commissions December 1 for General Service Commission, Home/Mediterranean (18 months). U.K. Base Port, Chatham.	H.M.S. Victorious, March, at Portsmouth, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.
H.M.S. Scorpion, October 6, at Chatham for trials. Commissions December 1 for General Service Commission, Home/Mediterranean (18 months). U.K. Base Port, Chatham.	H.M.S. Rothesay, March, at Glasgow, for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.
H.M.S. Narvik (LST), October 6, at Chatham, for Foreign Service.	H.M.S. Yarmouth, March, at Clyde, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.
H.M.S. Cardigan Bay, October 12, at Singapore, for Foreign Service (Far East).	No. 893 Squadron, March, at R.N.A.S. Yeovilton, for Overseas Service (Hermes).
H.M.S. Cavendish, October 13, at Devonport, for Foreign Service (Far East).	H.M.S. Undaunted, April 12, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.
H.M.S. Verulam, mid-October, at end-October for Home Sea Service. U.K. Base Port, Portsmouth.	H.M.S. Blackpool, April 12, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.
H.M.S. Laymoor, October 15 at Renfrew for Home Sea Service (Boom Defence).	H.M.S. Loch Ruthven, April, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (12 months). U.K. Base Port, Devonport.
No. 820 Squadron, November 2, at R.N.A.S. Culdrose, for Overseas Service (Ark Royal).	H.M.S. Protector, July, for General Service Commission Home/South Atlantic and South America. (12 months).
H.M.S. Brave Borderer, November 11, at Chatham for trials. Commissions	H.M.S. Lincoln, July, at Glasgow, for Foreign Service (Far East).

H.M.S. Decoy, mid-May, at Devonport for trials. Commissions end June for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Llandaff, May, at Devonport, for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Mounts Bay, May, at Singapore for Foreign Service (Far East).

H.M.S. Londonderry, May, at Cowes, for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, early June, at Tyne, for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Solebay, June, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lagos, June for General Service Commission, Home/Mediterranean (21 months).

H.M.S. Alert, June, at Singapore, for Foreign Service (Far East).

H.M.S. Cavalier, June, at Singapore, for Foreign Service (Far East).

H.M.S. Wizard, end-June, at Chatham for Trials. Commissions end August for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Loch Fyne, July, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (12 months). U.K. Base Port, Devonport.

H.M.S. Protector, July, for General Service Commission Home/South Atlantic and South America. (12 months).

H.M.S. Rhyl, end-July, at Portsmouth for trials.

No. 804 Squadron, March 1, at R.N.A.S. Lossiemouth, for Overseas Service (H.M.S. Hermes).

No. 814 Squadron, May 1, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes).

H.M.S. Leopard, August, at Portsmouth, for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth.

Fleet Air Arm field gun crew to visit America

PASSAGE IN H.M.S. ADAMANT

NEARLY 50 Royal Naval ratings of the Fleet Air Arm are to go to America with two officers next month to demonstrate the Navy's traditional Field Gun Competition which has been a feature of the Royal Tournament since the beginning of the century. They have been invited to appear, at no cost to the Admiralty, at International Fairs in Portland (Oregon) and San Francisco, where they will enact the drill of getting a gun and its equipment across a difficult 220-yard obstacle course, into action and then retiring in just over three minutes.

The Fleet Air Arm holds the record for the Navy's annual competition at the Royal Tournament with a time of 3 minutes 09.8 seconds. This time entails a very high physical standard of fitness and constant gun drill training. The Fleet Air Arm team are in training at Lee-on-Solent, where they do an eight-mile run or physical training between 8 and 9.30 a.m. each day. The rest of the day they spend in perfecting the team-work which is essential in moving the heavy com-

ponents of a field gun and its ammunition and equipment over five-foot walls and across a 28-ft. wide "bottomless chasm."

During their visit to San Francisco the ratings will take part in "London Week" parades. Because of this they are having special drill practice at Lee-on-Solent and on board H.M.S. Adamant, which is to take them to the U.S.A. on October 2. They will begin their tour in Portland, Oregon (October 24 to 28) and will go on to San Francisco (October 30 to November 8).

Their invitation to America came as a result of a visit to the Royal Tournament earlier this year of Mr. Nye Wilson, the general manager of the U.S.A.'s No. 1a District Agricultural Association, who was much impressed by the Navy's display.

Dividends for N.A.A.F.I. shoppers

SERVICE families dealing at over 300 Naafi shops in the United Kingdom will be able to draw their first "dividend" with effect from September 7.

On June 1 Naafi introduced a shilling in the pound dividend scheme throughout the country after a successful experiment involving some 2,000 Service families in the Catterick area, where it was found that three out of four preferred to collect dividend stamps rather than the 5 per cent cash discount normally allowed in Naafi shops.

Dividends are payable quarterly but experience has shown that most Service wives prefer to allow them to accumulate to meet Christmas or Summer holiday expenses.

Experiments in paper & fabric

ON September 2, in the company of guests and new members, the H.M.S. Vernon branch of the Royal Naval Friendly Union of Sailors' Wives held a meeting in the cinema of the establishment.

Miss Charley, lecturer at the Portsmouth Training College for the past 10 years, was the guest speaker. For three-quarters of an hour members were given a most interesting talk on "Experiments in paper and fabrics" and were amazed at the many varied and artistic uses paper can be put to. Miss Charley was thanked both for her talk and for bringing with her so many lovely and ingenious examples. Prizes given by Mrs. Watson and Mrs. Bartlett were won by Mrs. Edmunds, Mrs. Bray and Mrs. Riley.

FUTURE EVENTS

Sewing meetings will be held on Wednesdays October 14 and October 28 in the Captain's house, H.M.S. Vernon—all members will be very welcome. Up to 30 members will be attending the Central Council meeting at Westminster Hall, London, on October 15, and it is hoped they will be able to see a B.B.C. TV show in the evening before leaving for Portsmouth.

The annual Sale of Work will be held on November 4 at 2.30 p.m. and Lady Power has kindly consented to open it.

"...he seems finally at the mercy of some devil," the expiration of which he lightly, sadly, hopefully, winnily, imploringly, seethingly, sometimes frantically, entreat to "roll" and when the "twelve" have duly rolled on" he requests to see the captain and asks for another 10. This being granted to him, he returns to mess, and forever after raises the burling cry: "Roll on pension." In a matter as in many others he is own deceiver.

When ashore the Matelot is, by his light, a paragon of virtue. He runs a foreign language with the p of nature, preferably feminine, and he seeks lurid experiences and ange adventures, not so much for own gratification as for a topic of conversation at the next morning's breakfast table. If he does not find se adventures, then he will invent m, thus: "Then this Italian princess es me to her flat," etc.

A sailor is a person who goes to

H.M.S. LEOPARD VISITS RIO, ASCENSION & ST. HELENA

CONTINUING her three-month cruise en route from the United Kingdom to her overseas base at Simonstown, H.M.S. Leopard left Lagos on July 13 for Rio de Janeiro, exchanging the humid airs of West Africa in the rainy season for the brisker atmosphere of the South East trades.

The passage across the South Atlantic was originally scheduled to take 15 days, but when Leopard was four days out of Lagos she was ordered to increase speed in order to rendezvous with H.M.S. Albion off the Brazilian coast on July 22. After a day's flying the two ships entered the magnificent harbour of Rio de Janeiro in perfect weather.

For most of the ship's company this was their first visit to the Western Hemisphere and they were quick to explore this fine modern city, which proved not nearly as expensive as had been expected.

On Sunday, July 26, Leopard put to sea with Albion to rendezvous with Lynx and Chichester, newly arrived from the River Plate. Next day the four ships gave an impressive Shopwindow demonstration to senior Service officers from Brazil and Argentina, returning on completion to Rio for a five-day official visit.

Owing to the short notice, little entertainment had been provided during the four days of the unofficial visit, but a comprehensive programme of sport was now laid on, with swimming parties each day and sightseeing trips to the Sugar Loaf, the mountain of Corcovada, and the old imperial city of Petropolis set in magnificent scenery 60 miles away among the mountains.

It was thus with some regrets and very empty pockets that the squadron left Rio on August 3 and dispersed. Leopard heading with Lynx (flying the flag of the Commander-in-Chief, South Atlantic and South America Station) for Ascension Island, where they arrived six days later.

The barren appearance of the island was belied both by the rich vegetation at the summit, which some ardent Outward Bounders ascended the hard way, and by the friendliness of the small British community, who seem to enjoy their exile in this lonely outpost with its near-ideal climate.

After three days at Ascension the two ships moved on to the even

not far off course.

He is a man whose whole nautical upbringing and outlook is coated with a shallow veneer of artificiality, but beneath this, and never very far below the surface, is a depth not to be found in other men.

He distrusts the rites and ceremonial trappings of the high church, yet willingly attends divine service at sea. There, on the oceans in their

many moods, he places his faith in God, his ship, and her captain. He does not talk about these things because he is aware that those who do not "Go down to the sea in ships" cannot possibly understand.

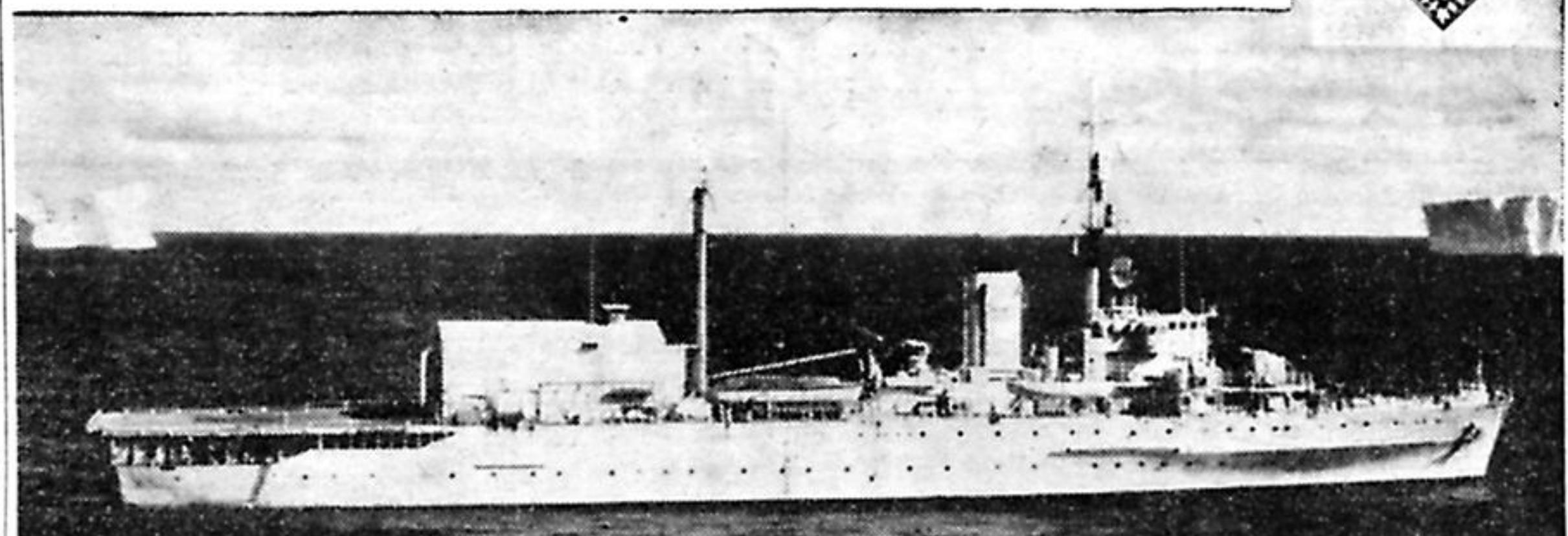
The sailor is a combination of applied indifference and deep concern.

He is expert with animals or children, near truth at the defaulters table, Cassanova in bell bottoms, a lover of a pint of beer, and in action he is Britannia at her best.

How do I know? I AM AN ANCIENT MARINER.

SHIPS OF THE ROYAL NAVY

No. 47 H.M.S. PROTECTOR



H.M.S. Protector, originally designed for net laying and target towing duties, was built by Yarrow and Co. Ltd., Scotstoun, and was completed on December 31, 1936. Her displacement is 3,690 tons (full load), length 338 ft. (o.a.) and beam 53 ft. The ship's complement is 238.

In 1955 Protector was refitted for service in the Falklands Islands Dependencies with helicopter hangar, landing deck aft, enclosed bridge and enclosed look-out.

The ship has completed four commissions in the Antarctic and is sailing shortly for the fifth.

The first Protector was a ship of the East India Company which took part in operations in 1756 and 1758. The next Protector was a gun brig of 178 tons and 14 guns, launched at Brightlingsea in 1805 and which took part in the capture of the Cape of Good Hope. Broken up in 1833.

The next Protector was built at Elswick in 1884. Destined for South Australia this ship was in the service of the Commonwealth Government until 1921, taking part in operations in China in 1900 and serving with the Australian Navy in the First World War. There was also an auxiliary craft commissioned for service with the Royal Navy during the First World War.

The badge is a demi-gryphon gold on a red field, derived from one of the crests of the Lord Protector of England, 1549, Edward, Duke of Somerset. The motto is "Faith for Duty."

ELECTRICAL ASSOCIATIONS

DURING the printing dispute a meeting was held in H.M.S. Collingwood to discuss an idea that the Royal Naval Electricians' Association and the Royal Naval Electrical Artificers Benevolent Society should together form a "Social Club." NAVY NEWS has been asked to mention this subject so that Electricians and Electrical Artificers in the Fleet may express their views.

Electrical Artificers should write to the Secretary of the Benevolent Association and Electricians to the Secretary of their Association.

The feeling of the meeting at Collingwood was that the formation of a Social Club was a good thing, and the Management Committee of the two Associations are ascertaining the feelings of their members. So far the replies received to a questionnaire sent out by the Electricians' Association indicate a wish for a combined social club.



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ROOTS WORLD-WIDE OVERSEAS DELIVERY PLAN

"Left, Right and Centre," Political Comedy, Ian Carmichael, Patricia Bredin, Alastair Sim.
"The Mating Game" (Colour) (CinemaScope), Comedy, Debbie Reynolds, Tony Randall, Paul Douglas.
"Warlock" (Colour) (CinemaScope), Western, Richard Widmark, Henry Fonda, Dorothy Malone.

Shorts in Arctic Norway sign of British Madness to Norwegians

R.N. College's Expedition

AN expedition to develop powers of leadership, initiative and self-reliance of young officers was recently undertaken to Arctic Norway by some 52 young officers from various Officers' Training Colleges.

The party, under the leadership of Lieut.-Cdr. M. K. Burley, Royal Navy, left the United Kingdom in H.M.S. Acute on August 5 and returned in H.M.S. Jewel on September 13.

During the journey to the small mining town of Mo-i-Rana, just south of the Arctic Circle, the party was divided into five "fires" and in disembarkation from Acute the whole party was moved by lorry some 25 miles inland to set up a base camp below the Svartisen Glacier alongside a fast-flowing glacial river.

Members of the expedition were employed primarily on the duties of their own fires but arrangements were made for everyone to get an insight into other fires' activities.

One Survey Fire, led by Capt. R. M. W. Busk, Royal Engineers, set up its camp on a 2,000 foot ridge between the Tveraaga and Blakkadal valleys overlooking the glacier. Trigonometrical points were set up and theodolite observations made, but ferocious winds which carried away several tents, followed by heavy rain, snow and low cloud frustrated the completing of the full map, despite the intensive ground work which was done.

Number Two Survey Fire, led by Lieut. F. P. Duppamiller, B.A., Royal Navy, worked in conjunction with Fire No. 1 on surveying for the most part, but the "fire" carried out

a march on skis across the ice cap under extremely adverse conditions carrying out geological surveys on outcrops of rocks en route.

WORST SUMMER

The aims of the Meteorological Fire, Number 3, led by Lieut.-Cdr. F. J. McEwing, B.A., R.N., were to make weather observations and to pass coded observations to the Norwegian Meteorological Institute. Three stations were established—one, the main one alongside a glacial lake at some 2,000 ft., the second on a patch of rock at 3,000 ft. and the third on the ice itself at 4,000 ft. An old lady of 70 in Mo-i-Rana said this summer was the worst that she could remember and the many readings obtained were often made under considerable difficulties. The thermometer screen and the anemometers were carried away at wind speeds of 55 knots.

Fire 4, led by Lieut. S. R. C. Bemrose, Royal Marines, and Fire 5, led by Lieut.-Cdr. M. K. Burley, R.F.G.S., R.N., were Sherpa fires. Fire 4 was originally intended to accompany Fire 5 on a long march to the Swedish Border, but finally it was

proposed that the expert climbers of the fire, supported by the rest of its members, should attempt an unclimbed peak (described in the local guide as unassailable) on the other side of the glacier. Before tackling the climb Fire 4 spent four days dumping provisions for Fire 5's long march, some 24 miles from the base camp.

The climbing expedition had allowed themselves 10 days, but although the party made a journey across the glacier in thick fog, rain and snow and arrived at the foot of the peak, there was insufficient time to make the climb and return, and the party reluctantly retraced its steps.

JOURNEY OF 125 MILES

Arrangements had been made to effect a rendezvous at 1700 on August 31 with the British Schools Exploring Society by the Sulitjelma Glacier on the Swedish Border and Number 5 fire had this work. The rendezvous was some 70 miles from 5's camp.

Twelve volunteers set out on the long journey. Eight days plus one spare was allowed for the march in each direction. After two days it was apparent that the conditions of surface and weather were such that a virtually direct route across mountains would make the party late for the rendezvous and it was decided that the journey would have to be by a route below the clouds, albeit this increased the distance from 70 miles to 125 miles.

Almost continuously in wet clothes and in a blizzard which swept the region for three days the party struggled on to make the rendezvous.



The marching team crossing a frail-looking bridge on the way back to the Svartisen Glacier

ing. Progress was slowing down and it was decided to return to the base camp by the nearest road.

By the end of the expedition there was no question of doubt of the general fitness. Most people wore shorts the whole time and this was a source of wonder to the Norwegians who thought the party incredibly tough and hardy. Shorts are virtually unknown in North Norway and the newspapers gave prominence both with articles and pictorially to this sign of British madness. Even sadder was the habit acquired by the many demented individuals who swam regularly in the near-freezing lakes!

Lieut.-Cdr. Burley writes . . . "I am convinced that every individual on the expedition has benefited immeasurably from this experience. I was singularly struck by the progressive development of a deepening consideration for others. The morale remained consistently high despite the grisly weather.

"Paradoxically enough I was pleased we did have the tempestuous weather; it made for a much better anvil on which to beat our metal."

CHICHESTER'S 50,000 MILES IN TEN MONTHS

SINCE leaving the United Kingdom, in October last year, H.M.S. Chichester (Cdr. R. D. Butt, R.N.), has steamed 50,000 miles and visited five continents. She returned to Chatham, her home port, on August 18.

In spite of being a specialist ship, Chichester has been required to perform some of the many varied tasks that British warships are required to carry out from time to time. Going to the help of a burning merchantman in the Irish Sea, transporting British troops from Jordan to Aden, and acting as an escort to the Royal Yacht Britannia, off Singapore, are but a few of them.

On the lighter side she has visited most of the Commonwealth countries in the Far East, having spent some time in Pakistan, India, Hong Kong, Australia and South Africa. She is the first of her class to have been east of Suez.



Midshipman C. Tabbert, Cadet J. Drabble and Midshipman A. Cameron marching across snow.

THEATRE CLUB SCORES ITS 29th SUCCESS

UNDERSTANDABLY proud of a record of 28 successful productions, and with preparations for their thirtieth already in being the Naval Base Theatre Club, Singapore, gave an impressive version of "The Rainmaker," a play by N. Richard Nash, on four nights, commencing July 23.

Expertly produced by Kit Wilkinson and directed by Derek Von Bethmann-Hollweg, the play offered a

Marks at the bar provided at the rear end of the auditorium.

All seven characters of the play did very well indeed, although it was generally agreed that outstanding performances were rendered by Surg.-Cdr. Joel Glass, L/Wtr. Brian Harshaw and Stores Assistant (V.) Don Stokes.

The scene-shifters too were most efficient, and the audiences marvelled at their lightning efforts after each act.

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H.M.S. Dolphin



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A forty-five-year-old cruiser still fulfils useful function

A SHORT HISTORY OF THE ULSTER DIVISION R.N.R.

THE Ulster Division was formed officially on April 1, 1924, due to the efforts of the late Lord Craigavon, then Sir James Craig—the Prime Minister of Northern Ireland at that time. The Division prospered and in 1939 some 45 officers and 450 ratings were mobilised. By the end of hostilities 40 of these were dead or missing and many had been invalided. Some were taken prisoner—the most notable member being Lieut.-Cdr. Willie Stephens, D.S.C., R.N.V.R., who was one of the last party of six to escape successfully from Colditz Castle.

The Division was restarted in 1946, and in 1952 recruiting commenced for Wrens. Numbers are not so numerous as before the war but the spirit is still very much the same. This Division is the only wholly volunteer Division in the British Isles, all other Divisions being, to some extent, manned by pre- or post-National Servicemen. There is no National Service in Northern Ireland.

Now a brief history of the Headquarters ship—the largest in use as an R.N.R. headquarters.

H.M.S. Caroline was built by Cammell-Laird at Birkenhead, January, 1914—December, 1914 (a record time for light cruiser construction).

Frigate's round the world trip

H.M.S. Scarborough commissioned with the Fifth Frigate Squadron on February 4, 1958. Between that date and paying off on September 28, 1959, the ship has steamed a total of 79,500 miles, circumnavigated the globe and has had the unique experience of passing through the Panama Canal, Suez Canal, St. Lawrence Seaway and Welland Canal, as well as crossing the Equator and Arctic Circle. In Australia and New Zealand the ship was visited by numerous Naval personnel anxious to see a Type 12 Frigate which both of these Commonwealth Navies are to bring into service.

TROMBONES INTEREST AUDIENCES

THE Royal Marines Band, Portsmouth, gave a number of popular concerts from the Bandstand and in the Leas Cliff Hall at Folkestone shortly after they returned from the Royal Tour of Canada.

Musician J. E. Chivers received much applause for his xylophone solos. Others who received great appreciation included Band Corporal Ward for his piccolo solos, also Bandsman R. Morgan, B. S. Bear and S. E. Richardson, whose trumpet trios were very popular.

Trombones always seem to interest audiences and the trombone trio consisting of Sergeant H. J. Price with Musicians R. McCullum and D. Hayes was no exception. They were very well received and deserved the applause which followed their performances.

The Band was led by Capt. R. A. McClean, Royal Marines, and the audiences were very impressed by the great variety of music played. Some of the programmes included music specially asked for by people in the audiences.

They returned to Portsmouth at the conclusion of their season in Folkestone and will be taking part in the Royal Visit to Jersey.

Service Bands play at Folkestone during the summer months each year.

First electrical officers graduate from Greenwich

IN the recent London University B.Sc. (Electrical Engineering) examination, both Naval entrants from the Royal Naval College, Greenwich, obtained Second Class honours. They were Sub-Lieut. M. G. K. Evans, now serving in H.M.S. Paladin, and Sub-Lieut. M. E. C. Brown, now in H.M.S. Protector.

This is the first time that the College has entered Naval candidates with the normal flow of Admiralty Probationary Assistant Electrical Engineers.

The unique College record of honours—so far every candidate has obtained either first or second class honours—remains unbroken.

Presumably they had no doubt about who "twanged the strings" in those days. She is the name ship of the class, the others being Carysfort, Cleopatra, Comus, Conquest and Cordella.

Caroline served with the 1st and 4th Light Cruiser Squadrons throughout the First World War and during the Battle of Jutland was stationed on the engaged bow of the British Battle Fleet to beat off enemy destroyer attacks.

She served on the East Indies Station from 1919 to 1921. In 1923 she was chosen as Ulster Division Headquarters ship and was brought to Belfast. From 1924 to 1939 she was berthed in the Musgrave Channel on the south side of the River Lagan, and in 1939 she was moved across the river to the present berth in Milewater Basin. Throughout the war she did duty as an administrative and instructional centre. Belfast was an escort vessel base.

Extensive instructional equipment was installed during a large refit which took place during 1951/52. New funnels were fitted and the old engine rooms and boiler rooms are now locker rooms and instructional spaces. Part

of the ship, just abaft the funnels, is covered in and this is used as a drill space. It is used, of course, for many other things such as dancing, badminton, table tennis, boxing, etc. The starboard waist abreast the funnels is also covered in and this makes an excellent .22 range.

The instructional equipment enables the Division to enrol and train the following branches: seaman, engine room, electrical, communications (V/S, W/T and radio electrician) and writer and stores. All the various branches of the Wrens are also catered for.

For sea-going training, Ulster Division is equipped with a coastal minesweeper—H.M.S. Kilmorey. She was built just 100 yards away from Caroline by Messrs. Harland and Wolff in 1954. This year Kilmorey has already carried out two 17-day cruises and exercises, one to Norway and one to Holland. Two more are scheduled for this cruising season plus many week-end cruises and exercises. On all these the ship is manned almost entirely by the R.N.R. On two occasions she has had the honour of escorting the Royal Yacht when members of the Royal Family were embarked.

Kilmorey is very conveniently berthed alongside Caroline and can be used to train Reservists on their drill evenings, which are Monday and Thursday of each week.

There is also a two-storied shed on the jetty alongside which is extremely well rigged out as a gunnery school, cinema and various lecture rooms.

Caroline's hull, in spite of her long years in the water, is still in excellent condition, and Ulster Division looks forward to having her as headquarters for many years to come.

Hong Kong's got everything

By "PERIOD"

IT seems the word is circulating that Hong Kong Naval Base has been counted out—NINE—TEN—OUT. Not only that, but it has been heard that even Admiralty believe Hong Kong has been closed down and is no longer in need of stores, or replies to letters and signals!

Down with the lies. Stamp out the rumours.

This vibrating island colony is always awake to the sound of liberty-men. I will admit that the majority of the feet are concentrated around the thousand and one bars (or are there a million and one now—you try counting next time you're here) in Wanchai. These receive more custom than the Peak tram—I suppose that's because they offer more in the way of entertainment.

Many places around the world just aren't as good as a "run ashore" as they used to "was." The years have altered them until they're as flat as yesterday's tot. Ask anyone who's paid this colony a visit. Flat tots don't stand a chance. If you want a comparison, then Hong Kong is "all same" a Neat, Neat TOT—in other words it's got something that's indescribable.

Got something? Hong Kong's got

everything. Don't come here if you

want to see your Post Office Savings

Book grow fat and neglected. You'll

spend your pay even if it's only on

rabbits and even then you'll never be

able to buy everything you wanted.

But maybe you're one of us decent

types. If so you'll find Hong Kong

your paradise. With your iron will

you'll be able to stow your Post

Office Savings Book away and gloat

over its increasing size. Instead of

sleeping during the daytime as do

the bar-frequenting Wanchai Weasels,

you'll be able to spend your days on

the glorious sun-saturated beaches

of the island. Which incidentally com-

pare with any you'll see anywhere in

the world.

As the cooler evenings set in you

return for a shower and your evening

meal, and if you find you don't want

to see any of the films that are

showing at the nine island cinemas

(air conditioned and equipped with

every type of 'scope and 'fi you can

think of) then stay in the mess and

watch TV. Yes Hong Kong is the

only British Colony to have TV which

is on a par with the B.B.C. of a few

years ago.

Whetted your appetite? Whatever

your taste may be, you will find you

can indulge to the full.

Work? Oh yes, of course—the

newly forming naval base means you

have to work during a reasonable

period of every 24 hours but just

think what you can do with the rest of the time.

Have YOU a personal problem . . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I would appreciate if you could clarify my problem. On April 30, 1958, I was rated Chief M.E.B., and my pension date is February 9, 1960. I shall not, therefore, be able to claim a Chief Petty Officer's pension, not having held my rate for two years. Is there any possibility of signing on for the remaining 2½ months to qualify for a C.P.O.'s pension? The difference is 9s. 2d. a week for life.

You have obviously studied A.F.O.699/59 very carefully and I'm afraid I can only confirm that if you are not able to complete two years as a Chief Petty Officer you will receive only a Petty Officer's pension.

I imagine only the Admiralty could give authority for you to sign on for the short period required to complete the two years and I personally doubt whether this would be done. However it's worth trying and I suggest you request to see your Captain who may consider it worth while to "put it up."

I am due for release on pension in January, 1960.

I am 47 years of age and should have a pension of approximately £3 10s. per week. Could you advise me as to the maximum portion of my pension that I can commute, either for house purchase or setting up a business?

The best advice I can give you on this is that you should apply to: The Secretary of the Admiralty (Naval Pay Branch), Queen Anne's Mansions, St. James's Park, London, S.W.1.

However, I do know that broadly, the conditions on which the Admiralty allow commutation are:

(a) that the pensioner must have some definite scheme or project in mind which will be to his permanent

advantage; (b) the pensioner must be in good health; (c) commutation will not be allowed to reduce the weekly pension payable to less than 14s.; (d) once part of a pension is commuted the arrangement is permanent.

I am a Chief Electrician (L.) and have just been refused the chance of re-engaging to complete 27 years pensionable service. I realise that there is at present an overbearing in the branch, and that now it is much more selective. I would like to know how good one has to be to be accepted, as having read the latest information on the subject I consider I complied with the requirements, i.e. no loss of rate or good conduct badges during my career, no welfare pack, classed as superior for the last 12 years (since the formation of the branch), recommended by my present head of section, and a written recommendation from my previous electrical officer, with whom I served for two and a half years.

Is the policy to turn down all applications at present? If so, will the position improve, and having been turned down once would it be in order to apply again?

I fear I am in no position to answer your query in detail, but you will see from Admiralty Fleet Order 1207/59, issued on May 15, that there were 330 on the roster for Chief Electrician and there was an overbearing in the rate itself.

I see no reason why you should not apply again if you wish, but I must admit that, with the overbearing referred to above it is felt that your chances of being accepted are very small, even with the fine record that you have.



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HOW WHITE ENSIGN ASSOCIATION LIMITED CAME INTO EXISTENCE

IN the summer of 1958 there came into being The White Ensign Association Limited—an Association under the Presidency of Mr. David John Robarts, Chairman of the National Provincial Bank with the chairmanship of Admiral Sir John A. S. Eccles and with the benefit of the advice of a distinguished Council of Management composed of well-known names in the industrial and financial world. Offices were provided in the City and well-wishers and friends gave generously so that the Association could function efficiently.

The aims and objects of the Association are:

1. To safeguard the capital and promote the interests of those who have been prematurely retired from the Royal Navy by providing an advisory service to assist in all the financial problems of resettlement.
2. To put to best use the attributes of officers and men retiring now and in the future for the good of the country in general, and of commerce and industry in particular, by assisting them to obtain satisfactory employment.
3. To provide the same advisory service for those who are now serving and will serve in the future, throughout their careers.

The Secretary/Manager of the Association is Commander C. B. Lamb, who here describes its origin, etc.

BY COMMANDER C. B. LAMB,
D.S.O., D.S.C.

In the summer of 1957, when the second "Axe" of this century was about to fall and the problem of starting life again at a difficult age was facing approximately 1,800 naval officers and 1,200 sailors, I was one who had to change his chosen way of life when

it was only partly lived, and as the direct result of an article I wrote entitled "The New Way Ahead" and which appeared in "The Navy," the official organ of the Navy League in September, 1957, there came into being The White Ensign Association Limited—an Association, the advice of which is available, free of charge, to all Naval and Royal Marine officers and men, whether serving or retired, and whether on the Active List or the Reserves. This also includes members of the Women's Royal Naval Service and the Queen Alexandra's Royal Naval Nursing Service. In other words, anyone who is having or has had some form of continuous service under the White Ensign, is welcome to the services of the Association. Hence the choice of name.

OPPORTUNITIES DO EXIST

In the article, eschewing my disappointment, I tried to face the problems confronting the officers and men shortly to be "axed" from the Navy. The terms of compensation were generous and compared favourably with those offered in 1923 under the "Geddes Axe." The opportunities for the ex-naval officer, with a small amount of capital and a small pen-

sion, and a knowledge of the world to back him up, were by no means few.

DIFFICULTIES

The article stressed the following points: An over-populated country was expected to absorb tens of thousands of ex-officers and men from all three services, trained for a role which had little counterpart in industry and commerce and, as far as the officers were concerned, accustomed to a standard of living which only a percentage had attained ashore—and then only after many years of hard work—because those who make the Navy their career spend the majority of their adult life afloat, in a completely different environment from almost every other way of life, they are normally ignorant of the financial and commercial facts of civil life. This certainly applied to me. Yet, between us, in terms of compensation, we were about to be given in the aggregate well over £9,000,000. As well as help in job-seeking, we would need a tremendous amount of good advice on financial matters if we were to be prevented from frittering away our small, newfound capital, which would have to be eked out very carefully in order to keep some of our standards of living whilst educating our children and trying to find a job, and whilst searching for a new way of life and perhaps moving house and family to new areas, there would be little time to discover the intricacies of wise investment. At the back of my mind I had another nagging problem common to many fathers—my elder son. Although only

(Continued on page 15, column 5)



Captain and crew of H.M. Submarine E.19 taken about June, 1916, on board Dvina in Reval. Can any reader recognise himself?

SUBMARINE MEMORY OF WORLD WAR I

JULY 12, 1959, marked the forty-fourth anniversary of the commissioning of H.M. Submarine E.19 which—within the short space of three months' active service—did so much to contribute to the ultimate success of the First World War.

Under the command of her captain, Lieut.-Cdr. F. N. Cromie, she crashed the "sound barrier" on Friday, September 10, and registered that act by promptly sinking the light cruiser *Frauenlob*. During the next three months she sank another cruiser, the *Undine*—eight large merchantmen carrying iron ore—and arrested a Swedish ship which she took through the German destroyer patrol lines into port, as a prize.

Lieut.-Cdr. Cromie was promoted commander (S.N.O. Baltic) in January, 1916—captain in 1917, and but for his

untimely death in the British Embassy in Petrograd, 1918—to quote the late Lord Templewood—"the whole course of the world's history would have been changed."

Our own submarine historian—Lieut.-Cdr. P. K. Kemp, archivist of the Admiralty, in his official epic—"H.M. Submarines" p. 58, states—"It is not easy, even at this interval of time, to estimate how great that victory (Baltic) was. While it was happening the Gallipoli campaign was taking place, and the magnificent achievements of British submarines in forcing the Dardenelles took the centre of the stage. But for all that the Baltic flotilla made the greater contribution to the final outcome of the war."

A. I. R. KING

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A WINDMILL LOVELY



High-speed action picture of vivacious 21-year-old Windmill girl Rosemary Phillips dancing the Can-Can in one of the scenes in the autumn production at the Windmill Theatre. Born in Edmonton, Rosemary is an ash-blond with brown eyes

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NEPTUNE'S SCRAPBOOK



Rear-Admiral H. C. D. MacLean, D.S.C., is to be Chief of Staff to the Commander-in-Chief, Allied Forces, Mediterranean, in succession to Vice-Admiral Sir St. John R. J. Tyrwhitt, Bt., C.B., D.S.O., D.S.C. and Bar.

Vice-Admiral J. S. Lancaster, C.B., has been appointed Director-General of Manpower in succession to Rear-Admiral N. E. Denning, O.B.E.

Rear-Admiral N. E. Denning, O.B.E., has been appointed Director of Naval Intelligence in succession to Vice-Admiral Sir John G. T. Inglis, K.B.E., C.B., the appointment to take effect in January, 1960.

Rear-Admiral A. J. Tyndale-Biscoe, C.B., O.B.E., was placed on the Retired List to date September 15.

Capt. J. S. Dalglish, R.N., assumed command of H.M.S. Excellent on September 8. He succeeded Capt. H. C. Martell, R.N.

Mr. H. D. Samuel has been appointed the Director of Greenwich

Hospital in succession to Mr. Robert Millar, C.B.E., who retired on October 1.

H.M. Submarine Cachalot (Lieut-Cdr. P. J. Holloway, R.N.), the fifth of the new Porpoise class boats, was commissioned on September 1.

H.M.S. Daedalus will cease to be a naval air station on October 31. The establishment is to become the Naval Air Electrical Training School, and will be known as H.M.S. Ariel.

H.M.S. Carysfort (Cdr. C. H. Fothergill, R.N.) commissioned for service in the 8th Destroyer Squadron in the Far East at Portsmouth on September 8.

The Ex-Royal Naval Telegraphist 1918 Association will be holding its 27th annual general meeting and annual reunion dinner at the Windsor Castle Hotel, Victoria, London, S.W.1, on November 7. Details may be obtained from the Hon. Secretary, C. E. Bottle, 7 St. James's Avenue, Ewell, Surrey.

In Memoriam

Dennis Leslie Hopper, Sergeant, R.M., Ch/X4985, 42nd Royal Marine Commando. Died August 24, 1959.

John Edward Revill, Radio Communication Operator, 3rd Class, C/J971697, H.M.S. Hogue. Died August 25, 1959.

Stanley William Harvey, Leading Cook, C/MX58267, H.M.S. Pembroke. Died September 4, 1959.

Michael Colin Lambert, Able Seaman, C/J944321, H.M.S. Carron. Died September 6, 1959.

James Skeoch, Leading Steward, P/LX90979, H.M.S. Gambia. Died September 9, 1959.

Albert Harry Bryant, Petty Officer Engineering Mechanic, C/KX833281, H.M.S. Caledonia. Died September 11, 1959.

John Alexander Dalton, Petty Officer, C/JX778079, H.M.S. Caledonia. Died September 11, 1959.

Bernard David Wilson, Petty Officer, C/JX143313, H.M.S. Cardigan Bay. Died September 15, 1959.

George Thomas Needle, Marine, RMV203737, R.M.F.V.R. (London). Died September 16, 1959.

Peter Fowler, Radio Communication Operator 1 (Air),

C/JX898688, H.M.S. Seahawk. Died September 17, 1959.

David Stephen Chapman, Chief Radio Electrician (Air), L/FX114539, H.M.S. Heron. Died September 19, 1959.

Grahame Howard Chivers, Musician, RMB/X3045, 3rd Commando Brigade. Died September 19, 1959.

Terence Frederick Young, Band Corporal, RMB/X2574, 3rd Commando Brigade. Died September 19, 1959.

Instr. Lieut.-Cdr. P. H. O. Jackson, Royal Navy, H.M.S. Pembroke. Died September 6, 1959.

Sub-Lieut. R. H. C. McKenzie, Royal Navy, H.M.S. Centaur. Died September 8, 1959.

Surg. Cdr. B. W. Walford, M.B., Ch.C., Royal Navy, H.M.S. Vernon. Died September 13, 1959.

Lieut. J. N. Webster, Royal Navy, H.M.S. Seahawk. Died September 17, 1959.

Lieut. P. B. Glass, Royal Navy, H.M.S. Seahawk. Died September 17, 1959.

Lieut. R. W. H. Miller, Royal Navy, H.M.S. Heron. Died September 19, 1959.

CHATHAM 'VICTORY' CEREMONY

Bi-centenary of keel-laying of Nelson's flagship

At noon in Chatham dockyard on July 23, the bi-centenary of the Victory's keel-laying was commemorated by the planting of an oak tree close to the site of the old Single Dock where she was built. The ceremony was performed by Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., who as a former Commander-in-Chief, Portsmouth, flew his flag in H.M.S. Victory in Portsmouth dockyard.

When the keel of the new 100-gun three-decker was laid down in Chatham dockyard on July 23rd, 1759, the occasion was of sufficient importance to send Mr. William Pitt bumping in his coach down the Dover Road in order to be present. With his accompanying party of Admiralty officials, he stood on the edge of the old Single Dock where the new ship-of-the-line was to take shape, probably well content with this tangible progress of his policy of naval construction.

Three years later, the half-built ship was registered on "the list of the Royal Navy" as H.M.S. Victory—a famous name originally borne by the flagship of Hawkins at the defeat of the Armada. Mr. Pitt again travelled down from London to witness her launching which took place on a warm Sunday in May, 1765. Four years later she made her way to Sheerness for her trials.

Her following years were an anti-climax to the noisy bustle of the time spent in dockyard hands. The Peace of Paris had ended the Seven Years' War in 1763, and until 1778 H.M.S. Victory swung at her moorings on the grey waters of the Medway. In that year, however, France entered the war on the side of the American colonists and the ship was commissioned as flagship of Admiral Keppel, taking part in the battle of Ushant.

After wearing successively the flags of such famous Admirals as Howe, Hood and Jervis and taking part in the relief of Gibraltar, operations off Toulon and Corsica and the battle of St. Vincent, it was to Chatham that H.M.S. Victory returned in 1797 to be paid off. For the next two years she filled the ignominious role of hospital ship to the prison hulks in the Medway, but in 1800 she was docked and for the next two years underwent an extensive refit.

She was almost rebuilt before being

again commissioned in April, 1803. In July of that year she arrived in the Mediterranean as Lord Nelson's flagship, thus ushering in the campaign which was to culminate at Trafalgar.

It was to Sheerness that the Victory returned after the battle to land the body of Nelson and it was there that she lowered his flag for the last time. To heal the wounds she had sustained at Trafalgar, it was to her original home in Chatham dockyard that H.M.S. Victory came back for a large refit.

The old Single Dock at Chatham is covered in and it is now the site of a store house. Not far distant, however, still stands the mould loft where the lines of the Victory were marked on the floor and her timbers cut to size. Part of the original floor, dating from this period, has been preserved—still scarred from the deep-cut lines of the old "wooden walls," the Victory probably among them.

Helicopter rescues man from St. Kilda

STATION Flight R.N. Air Station, Lossiemouth were right on their toes this week when they were suddenly called on to lift a man from St. Kilda—the most westerly of the British Isles, some 30 miles out in the Atlantic beyond the Hebrides—to a hospital in Inverness. Within half an hour of the call being received, Lieut. Rowed and his crewman (C.P.O. Stevens) were on their way to Benbecula, where they were to land for fuel. An hour after their departure, Lieut. Neave took off in the Sea Prince with the fuel and arrived in Benbecula first. After refuelling, Lieut. Rowed took off again, with the Prince as escort, and made the trip out to St. Kilda, picked up the man and returned to Benbecula (where, incidentally, he was stranded for the night). The Sea Prince brought the man to Dalcross where Lieut. Holcroft was waiting in a second "chopper" for the final stage of the journey to Inverness.

Everything went extremely well, and the next day all the newspapers paid tribute to their efforts. We would like to add our congratulations to all of Station Flight on a very fine piece of work. (ack. The Fulminator)

Admiral of the Fleet Earl Mountbatten visited the Pakistan ship Tippu Sultan at Portsmouth on September 14.

NORTHAMPTON VISITORS TO PORTSMOUTH

Northampton in the early hours of Sunday.

The Northampton members thank the Portsmouth members for their kind hospitality and friendship.

Hovercraft pilot at Lossiemouth

THE connection between the S.R. hovercraft, the C.O. of 738 Squadron, H.M.S. Fulmar and the Suez operation is not immediately apparent. The answer lies in the reunion of a number of pilots of the old 810 Squadron in the Wardroom at Lossiemouth a few days ago.

The chief guest was Lieut. Cdr. Peter Lamb, A.F.C., D.S.C., chief test pilot for Saunders Roe, who flew the revolutionary hovercraft across the Channel in July and is also test flying the new S.R. 53 rocket motor aircraft. He is less well known as the ex-C.O. of 810 Squadron who were commissioned at Lossiemouth in July, 1955, and were in the forefront of the Suez operation the following year. The reason for holding the reunion in Fulmar is the large number of ex-810 pilots now flying from the Station. Lieut. Cdr. McCandless, now C.O. of 738 Squadron, was formerly senior pilot of 810. Lieut. Cdr. Leece and Lieuts. Hodder and Lovick, all of 807 Squadron; Lieuts. Dudgeon and Carrodus, of 736 Squadron, and Lieut. Griffiths, of 764 Squadron, were also present.

(ack. The Fulminator)

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Last man-of-war commissioned at Sheerness

END OF THREE CENTURIES OF NAVAL HISTORY

AT 1500 on September 1 her ship's company halted alongside Loch Lomond berthed on the West Wall of the Great Basin at Sheerness. As the National Anthem was played by the Royal Marine Band with the Guard at the present, ship's company and spectators alike stood to attention as the White Ensign was slowly hoisted. Sheerness had commissioned her last man-of-war and so closed a notable chapter in the dockyard history.

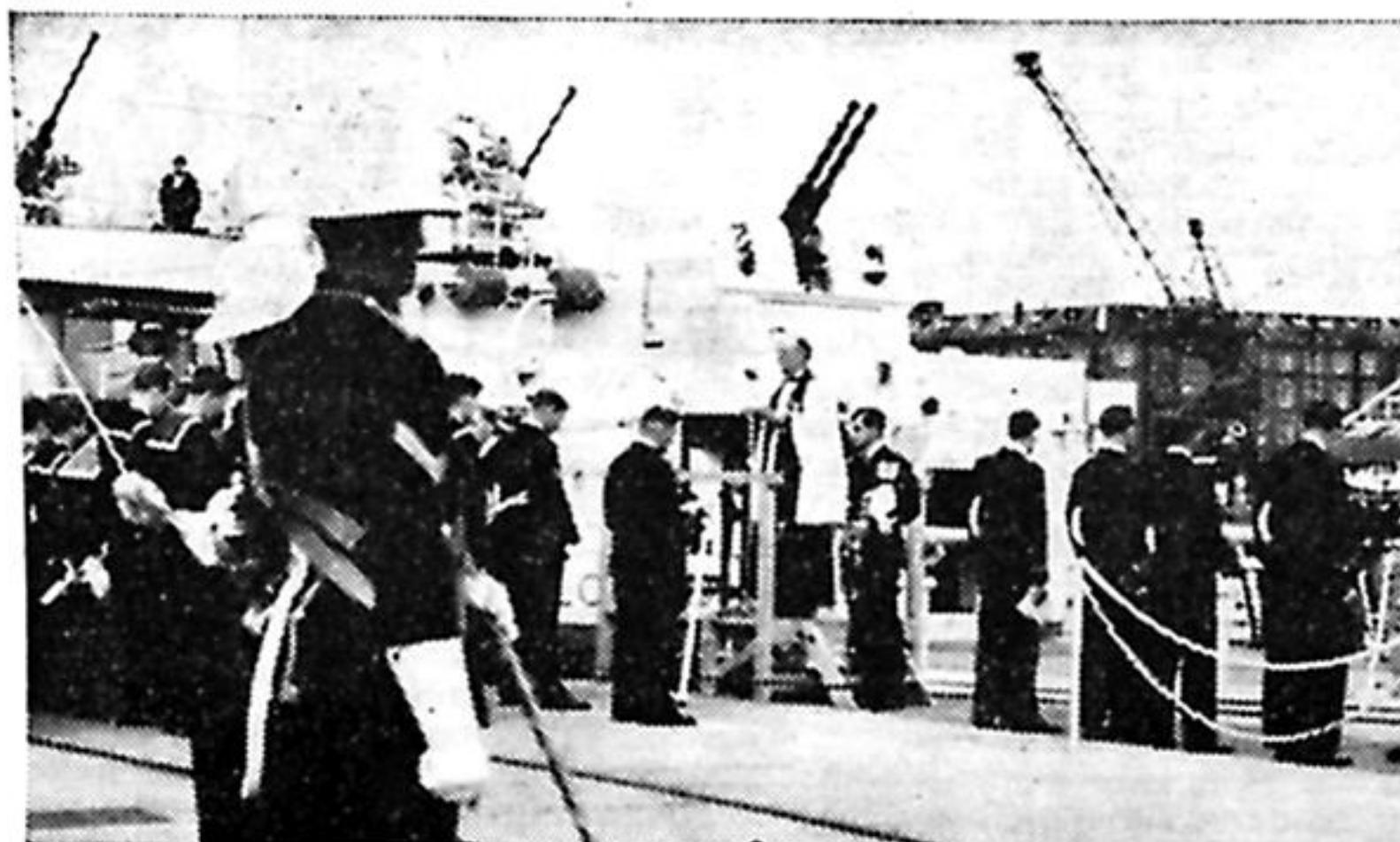
The religious service was conducted by the Reverend P. M. Dodwell, Chaplain of the Royal Dockyard, and Capt. P. M. B. Chavasse, D.S.C., R.N., Captain-in-Charge, H.M. Dockyard, Sheerness, addressed the ship's company and spectators at the conclusion of the ceremony.

He spoke of the work the dockyard had carried out since it was first chartered in 1665 when Samuel Pepys, as Secretary to the Navy in his own words—"Walked up and down, laying the ground to be taken in hand for a yard, to lay provision for the cleaning and repairing of ships, and a most proper place it is for the purpose."

Between the years 1813 and 1823 the yard was completely reconstructed by Mr. John Rennie and after his death his son Sir John Rennie.

Since 1852, 68 ships and a seaplane dock had been built, and countless numbers refitted for Naval service, and so with the Loch Lomond commissioned and prepared for sea the years of good work and devotion to detail come to an end.

As her captain, Cdr. C. B. Armstrong, R.N. was piped aboard, the ceremony came to its close, and the ship was opened to visitors.



The Rev. P. M. Dodwell, Chaplain of Chatham Dockyard, conducting the commissioning service

Singapore Britannia Club invaded

(BY OUR SPECIAL CORRESPONDENT)

THE Britannia Club in Beach Road, Singapore, is like any other Naafi Club in any other part of the world. It witnesses weekly dances, table tennis sessions, darts games, billiards, reading room debates, hungry diners in action and, of course, the customary Saturday night "get-together." But occasionally something out of the ordinary happens; something which catches the imagination.

Precisely such an occasion happened in the Britannia Club on August 29 when six curvaceous beauties from the Ruth Warner model academy staged a colourful eye-catching fashion show on the fringe of the Nuffield swimming pool, in moderately fair weather.

But who cared about the elusive sun? Nobody! The swimmers gave up their breathless antics and merely drifted about, with one eye on those gorgeous ankles which floated to and fro above their curious noses!

There was Sonia and Stella, Modesta and Luna, and Barbara and Marianna

emerging ceaselessly from the changing rooms to show off exciting women's wear from England, Australia, France and Germany.

The commentator, a nice poised lady with a permanent smile, threw handfuls of superlatives into the microphone as each girl displayed the latest line in sportswear, swimsuits and evening dresses.

"Now here is Modesta" she would say smoothly. "Very nice, very fresh, very lovely. You are looking simply heavenly, Modesta! Observe ladies and gentlemen that Modesta is wearing a really very attractive cocktail gown. It is a midnight blue which is charming and fascinating on the eye. Observe if you will how this marvellous creation from Paris gives her that airless feeling, that supreme confidence. Priced at 80 dollars and 50 cents I would say it was a real bargain, wouldn't you? Ah, thank you Modesta!"

Each model in turn came out, smiled, pirouetted, floated forward for 25 yards or so, pirouetted again, smiled for the crowd of eager photographers and returned daintily to the changing rooms. There were loud and hearty applauses after each display. Hundreds of people watched the show from the two spacious verandahs, while many Service men ventured up enthusiastically to flank the swimming pool. The swimmers, of course, enjoyed a really grandstand view!

"Cor—look at that!" exclaimed a sailor next to me, digging his oppo in the ribs, when Sonia came out to show the audience a ravishing swimsuit from Australia. I wondered for a moment if he was referring to the delicious black-striped, ever-so-short garment which "captured her personality and gave her an exhilarating flavour of loveliness and grace," but then, wizard that I am, I caught on. Unfortunately everything came to an end after 40 interesting minutes.

RUDYARD OTTER.

Death of former Director of W.R.N.S.

THE death of Dame Vera Laughton Matthews, D.B.E., Director of the Women's Royal Naval Service from 1939 to 1946, has been announced. A Solemn Requiem Mass will be held at Westminster Cathedral on October 2.

HOGUE'S SAGA—FROM ICELAND TO THE GULF

BY OUR SPECIAL CORRESPONDENT

THE story of H.M.S. Hogue begins on November 25, 1958, when the ship was commissioned at Devonport for a General Service Commission, Home/East of Suez. Working up took place from Portland and after grappling with the intricacies and mysteries of our various weapons and the art of refuelling at sea, we set sail for the "Frozen North," namely waters off Iceland which we suffered over Christmas and the New Year.

Returning to Devonport we introduced the aliens among us from Pompey and Chatham and points beyond to the delight of "Onion Strasse."

Came the day when we ventured farther afield, to Gibraltar, where once again we struggled mightily with guns and torpedoes, asics and radar and any other box of tricks that we could find. Then we sallied forth with many ships to take part in Exercise "Dawn Breeze" after which we returned to Plymouth for a spot of leave and cast the "dockies" loose on board to rend and rip and replace.

All good things must end sometime and before we knew it we were on our way again to show the flag to the "Haggis Yaflers," proceeding to Rosyth where we were scheduled to take part in Rosyth Navy Days over the Whitsun week-end. I feel sure that all on board will agree that we got our fair share of visitors over the two days. In fact I guess it will be the only time where we have had to queue up to get onboard. However, the weather was kind and I think our visitors enjoyed themselves. I know quite a few of our ship's company managed to make dates for the evenings we were in Rosyth!

We departed from that paradise and sailed north to join up with Gambia and Tyne in that beautiful haven called Loch Ewe or was it Loch Erribol? Anyway it was one of those. Here we had more weapon training. One "fish" joined the submarine service and forgot to surface. Anybody finding it please return to H.M.S. Hogue. There is a reward of 10s. so the T.A.S.I. informs me. Then we fired a live one at a lump of rock, which no doubt has radically changed the rock's outlook on life. Quite a spectacular bang.

Back to Devonport where we remained long enough for our natives to nip home and say "hello" goodbye. Then having loaded up with Guardsmen, the whole squadron departed from the shores of England on the second leg of the commission. First stop Brest where we transferred most of our Guardsmen to Centaur. Here the group was now complete—Centaur, Solebay, Lagos, Llandaff, Hogue. On to Lisbon, arriving there May 28. The Guards left us here for duty in connection with the British Trades Fair. The international soccer match between Scotland and Portugal was watched by a goodly section of crews of all ships, but, strange to relate Scotland lost that one. Must have been having too much vino or something. We left the following day and proceeded to give the first of our many shop window exhibitions. It is amazing how many intricate and complicated manoeuvres can be executed in a very short time.

Next port of call was Gibraltar, but this time only for the week-end. Long enough, however, to renew

H.M.S. Hogue

(March, 1957).

An early Battle class destroyer

acquaintances with the "Winter Gardens," Universal and the like, and the favourite old pastime of Jack, "Rabbit Hunting." On the Monday we set sail again bound for Sardinia and Exercise "Sardex" followed by "Passex" on passage to Malta with the Mediterranean Fleet. Only a flying visit to Malta was possible as we had to set off again for a large exercise with our American Allies of the Sixth Fleet. After four days of this we entered a well-known spot in Libya, Tobruk, purely for recreational purposes such as swimming and various sports. Then away again to Port Said. It has changed somewhat

since I saw it last. Dear old Navy House "ain't what it used to be." In the wee sma hours of the following morning we entered the Canal for the trip South. Anchored in the Bitter Lakes around lunch time where a quick swim was enjoyed.

The farther south we got towards Aden the hotter it got. Soon there was lots of bronzy-bronzy but alas no leave to show it off. We arrived in Aden July 3, and remained there six days. Here again was much rabbit hunting and lots of haggling with the local traders.

We set out on our travels again, bound for that oven of the East—the Gulf. After a week at sea Lagos and ourselves anchored at a port called Umm Said. Most of the scenery around there consists of great oil tanks and millions of tons of sand. However, strange to relate a very good time was had by all, due mainly to the generosity of the Qatar Oil Company employees. Invitations to "Strangle the Baron" were many as were the invitations to avail ourselves of their amenities. These invitations were gratefully accepted by all. We departed there on Monday, July 20, and at the time of going to press the group is complete once more and at present we are still working up to full efficiency. With fuelling at sea, storing at sea, transferring personnel and anything else—you name it we will have a go at it. Next stop Dubai and if you can find that on a map you are a better man than I am. Until next time when I hope to continue the comings and goings of Hogue I will sign off by saying "keep the Oggies hot mum, we'll be home next year."

During the initial stages of a night action in the Commonwealth Naval Exercise "Jet" off the north-east coast of Ceylon on August 25, the destroyer H.M.S. Hogue was in collision with the Indian Naval ship Mysore.

The Admiralty regrets that as a result of the collision one rating from H.M.S. Hogue was killed and three ratings were injured. The injured were transferred to the aircraft carrier H.M.S. Centaur and later taken to the R.A.F. Hospital at Katunayake in Ceylon.

There were no casualties in I.N.S. Mysore.

The Hogue sustained considerable damage to her bows. The Mysore received only minor damage.

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Seas — winds — fogs could not deter patrols

Haven can be far from heaven

THE Royal Navy's special Icelandic duties started one year ago following the failure of efforts to persuade the Icelandic government to alter their decision extending their fishery limits to 12 miles. Commanding Officers of H.M. ships off the Icelandic coast were ordered to protect British fishing vessels in the disputed area.

As a result, these ships—the Fishery Protection Squadron frigates Palliser and Russell, the minesweeper Hound, and the Home Fleet frigate Eastbourne—introduced the pre-arranged "safe" fishing havens named Butter-scotch, Toffeapeal and Spearmint, located between the four and 12-mile limits.

For the past year there has been at least one H.M. ship in each of the havens providing a constant protection to trawlers from Hull, Grimsby, Fleetwood and Aberdeen, and daily they have steamed monotonously up and down the 30-mile long "safe" areas.

The patrols have required the services of 40 warships during the years, undertaking in turn an average of 18 days "on station." The main burden has fallen on ships of the Fishery Protection Squadron, with the Russell and Duncan spending four months off the Icelandic coast, the frigate Palliser three-and-a-half months and Malcolm undertaking a total of five tours of duty. These periods do not include the passage time to and from Iceland.

HELP TO TRAWLERMEN

Thirty-five ships of the Home Fleet and Home Commands have supplemented the permanent Fishery Protection Squadron. Most of them have only undertaken one patrol but 11 ships have been twice to Icelandic waters and two—the destroyers Hogue

and Lagos—have made three trips. The operation has often been carried out in appalling weather and on one occasion a wind of 104 knots raised seas 50 feet high. Fog has persisted for weeks and breaking away ice from the Greenland ice field has constituted another hazard.

An essential part in the operation has been played by the Royal Fleet Auxiliary ships and personnel. Five of these vessels have been responsible for refuelling warships at sea since September, the first being the R.F.A. Black Ranger. Since then all refuelling has been done by the R.F.A.'s Wave Baron, Wave Chief, Wave Ruler and Wave Victor (all 10,000 ton cargo carriers). The Wave Chief has had 115 days "on station" and the Wave Baron and Wave Ruler have completed 98 days each.

Refuelling at sea has been difficult because of the prevailing weather conditions but on only one occasion has it been impossible. In April the Wave Ruler was hove-to for 18 hours in a Force 11 gale (56-65 knot velocity) and in one trip by Wave Baron lasting 17 days there were constant gales for 15½ days and dense fog for the rest of the time.

There have been more than 80 instances of help given to trawlermen by the R.N. Medical Officers in emergencies, and H.M. ships off Iceland have helped trawlers repair defects on more than 65 occasions in the last year.

CHANGES AT ROYAL ARTHUR

The new swimming bath presented by Lord Nuffield great success

IT doesn't seem eight months since the last Staff photograph was published in the NAVY NEWS until one notices the number of new faces that have appeared. The Training Officer, Lieut.-Cdr. Graham, is due for promotion at the end of the year and will be leaving shortly for Blackpool as S.E.O. Lieut.-Cdr. Grimwood has gone to Phoenix, Lieut.-Cdr. Rylands to Tenby and Lieut.-Cdr. Hervey is once again at 80 feet in his submarines. In their places we have Lieut.-Cdr. Sheehan, Lieut.-Cdr. Tupper (Surprise), and Lieut.-Cdr. Fry (Acheron). The Supply Officer, Lieut.-Cdr. Adcock is shortly due to retire to his garden in Bradford-on-Avon (accompanied by "Bob") and his relief Lieut. W. Clarke, joins shortly.

Many of the Course Instructors and Staff have left us including C.M.(E.) Toomey (Bermuda), C.P.O. Wtr. Hamilton (Rooke), C.P.O. Wtr. Reeby (Drake), C.P.O. Donohue (Pembroke), C.P.O. Stock (Albion), C.E.R.A. Mortimer (Plover), C.P.O. C.K.(S.) Stares (Drake for release), C.A.F.(E.) Stanley (Seahawk), C.C.Y. Andrews (Drake), P.O.(G.I.) Foat (President), P.O.(P.T.I.) Lucas (Fisgard), P.O. Johns (Tyne), and P.O. Donovan (Verulam). In their places we have welcomed the following:—C.M.(E.) Selvester (Loch Fyne), C.P.O. Wtr. Patterson (Victory), C.P.O. Wtr. Crunnie (Eagle), C.P.O.

Guy (Drake), C.E.R.A. Ruse (Amphibious School, Poole), C.P.O. Ck.(S.) Bowman (Drake), C.A.F.(E.) Snook (Heron), C.C.Y. McGowan (Rooke) and P.O.(G.I.) Ward (Loch Insh). P.O. Hooper (656 Course) will be taking over as "Buffer" on completion of his course. He has recently been Rigger of the Devonport Field Guns Crew.

Petty Officers who have recently been on course will be interested to hear that with the summer months the Black Mountain record has been raised to the 1400 region (654 Course). The Obstacle Course record was broken by 643 with the

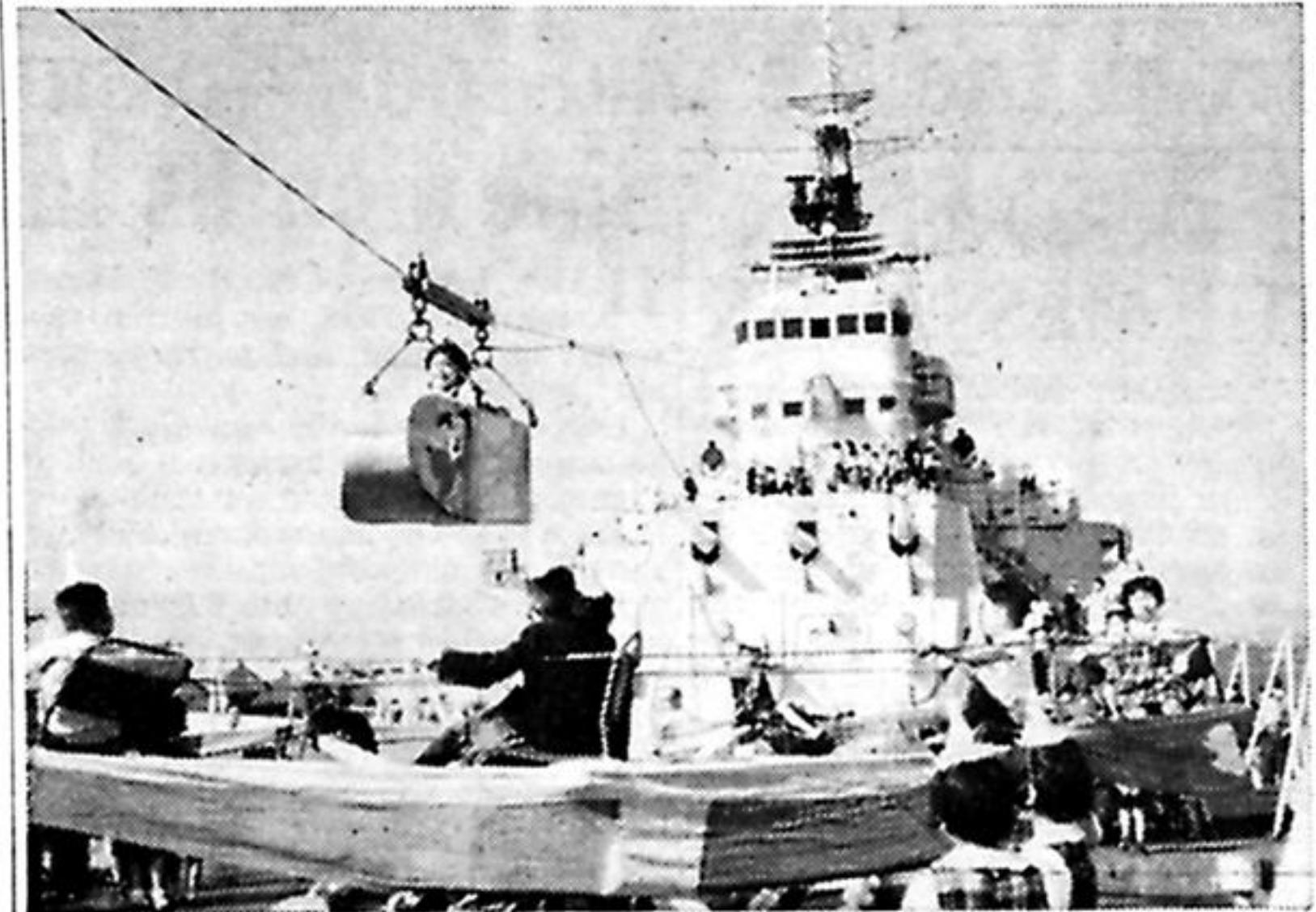
CEYLON HOPES TO BE HOME FOR CHRISTMAS

Japan high-light of travels

SINCE the last article about H.M.S. Ceylon appeared in the NAVY NEWS, three months have passed. During these three months one of the most important things from the morale point of view has been the knowledge that, all being well in the world, Ceylon should be home in time for Christmas.

The last report ended with a mention of exercises; these were SEATO exercises with American, Australian, New Zealand and French ships which ended in Manila. From Manila the ship went to Hong Kong to clean and paint ship for a United Nations Command cruise to Korea and Japan.

In Korea a few of the ship's company were lucky enough to be able to go and inspect the neutral zone at Panmunjon. One fact which came to



Japanese children enjoy a party in H.M.S. Ceylon

light was the enormous size of the South Korean Army which is the fifth largest in the world; much bigger than Britain's. This part of the world is quite cold and everyone was glad to be in blue uniform and sleep with blankets; a very pleasant change from the hot sticky tropics.

Yokohama was the next port of call—for six days. This was a very short time to see a very interesting country. Many took advantage of the

splendid bus tours arranged with the help of the local "Flying Angel" and "Shell Oil Co." representatives. The weather unfortunately was not at its best for the stay and walking parties had to be cancelled. Of course one of the main attractions of Japan is the exciting and vigorous night life and the weather didn't interfere with that. It is safe to say everyone enjoyed Japan. A children's party was given there and much enjoyed by both the children and the hosts. The photograph shows a roundabout and aerial ride on the fo'c'sle.

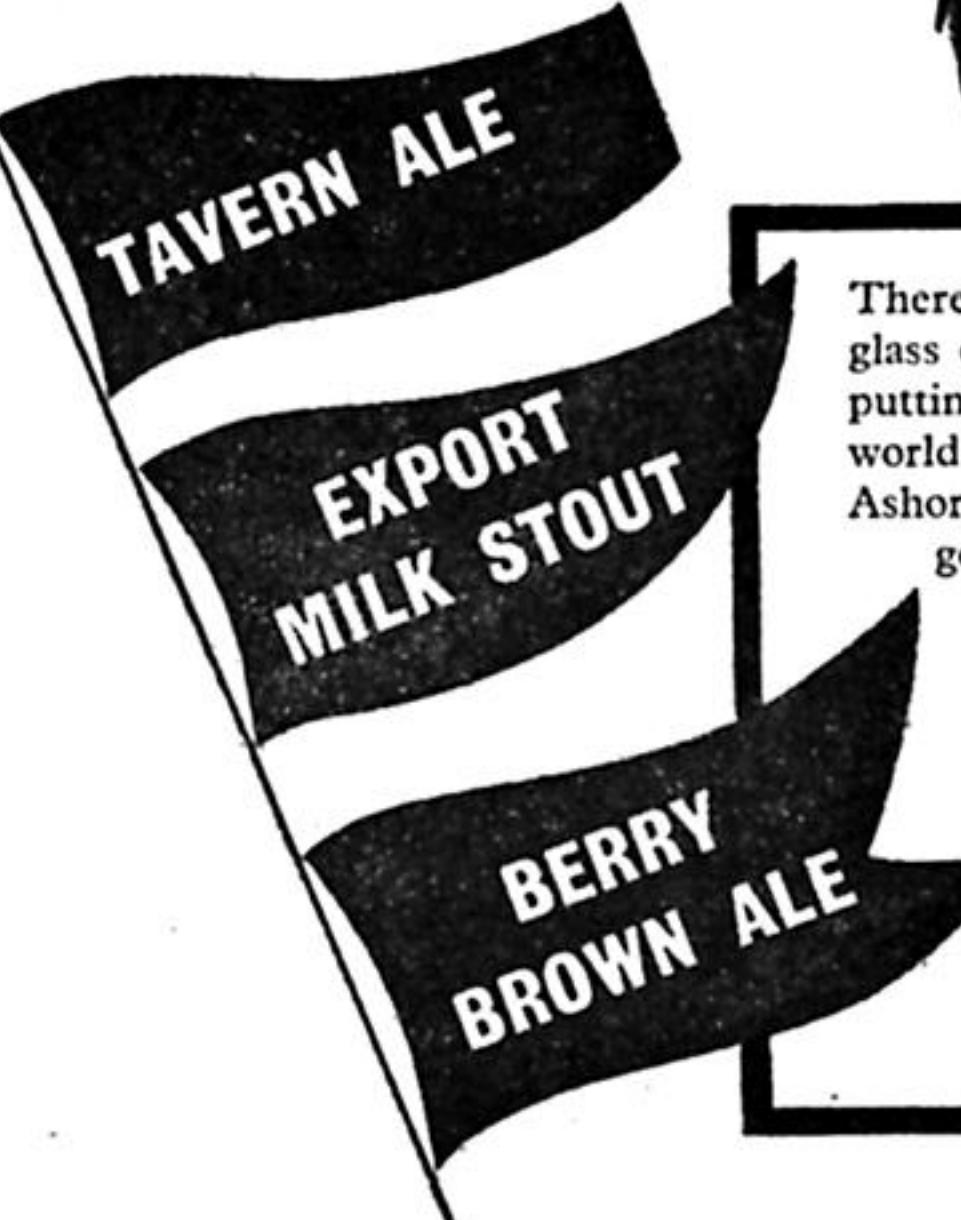
Back now to Singapore. By this time the ship had been on the go for almost a year and both the ship and the men were ready for a break. The ship went into dry dock for five weeks self maintenance. So much for the ship. The ship's company had a varied form of "refit." Some had a week at Yong Peng in Malaya borrowed from the Army. This was a collection of bashes—palm leaf huts—on the edge of the jungle 70 miles north of Singapore. Here life was completely free. There were organised trips into the "ulu" (jungle), during which the party constructed a hut and slept a night in it. One could visit rubber plantations, swim or just do nothing. Beer was available at a Naafi canteen and nightly cinema shows were given.

Another nine days of station leave were available for which some elected to live in dockside accommodation and relax, some lived in H.M.S. Terror and some went up country to leave centres or friends. Many people managed to get right away to Penang and such places up to 500 miles north of Singapore.

At the beginning of July the leave and refit were over and back to hard work again. There were two weeks to square off the ship, three days sea trials and then more exercises—this time the annual exercise JET. JET takes place in the Indian Ocean. The R.N., R.A.N., R.N.Z.N., Royal Ceylon Navy, Indian Navy and Pakistan Navy participated this year. It lasted six weeks and included calls at Colombo, Cochin, Karachi and Trincomalee.

Trincomalee is indeed a beautiful place. How nice it would be if the Naval base at Singapore could boast the bathing facilities of Trinco, but no place can have everything.

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Weight gives Petty Officers the victory

H.M.S. Crossbow has now joined the 2nd Destroyer Squadron in the Mediterranean.

The ship sailed from Chatham on August 21 and reached Gibraltar the following Tuesday during which period there was a keenly contested inter-mess tug-o'-war competition. The weight of the Petty Officers' team consisted of P.O.s. Phillips, Wilkins, Jackson, Oxlade, Griffiths and Cooke with coach P.O. Asby, proved too great for the rest of the ship and the result was an easy win for them.

After spending a welcome few hours ashore in Gibraltar, Crossbow sailed in Company with H.M.S. Belfast for Malta which was reached on August 28. It was possible to have a few hours only ashore but just long enough for the majority of those in the ship's company who had not previously been to Malta to see its delights.

In company with H.M.S. Dainty and H.M.S. Defender H.M.S. Cross-

ANOTHER FRIGATE FOR THE INDIAN NAVY

AN anti-aircraft frigate for the Indian Navy, I.N.S. Betwa was launched on September 15, at the shipyard of Vickers-Armstrongs, Newcastle-upon-Tyne.

The launching and naming ceremony was performed by Mrs. J. C. Kakar, wife of Mr. J. C. Kakar, Counsellor to the High Commissioner for India in the United Kingdom. The ceremony was carried out in the traditional Indian manner.

The ship is named after the River Betwa which is a tributary of the River Jumna.

Betwa is 340 feet long (330 feet between perpendiculars) with a beam of 40 feet. She will be armed with four 4.5 inch guns and will have two additional guns and also an anti-submarine mortar.

These anti-aircraft frigates are designed primarily for the protection of convoys against aircraft, but can be employed in other roles.

The ship is all-welded and the most up-to-date technique has been incorporated in the structural arrangements. The propelling machinery consists of Admiralty standard Range I diesel engines. The ship will be fitted with controllable pitch propellers. Crossley Brothers Limited, Manchester, are the manufacturers of the main machinery.

bow sailed for Lemnos, an island in the north of the Aegean Sea, where the three ships joined forces with ships of the Greek and Turkish navies to take part in various exercises lasting four days. The first impression of Lemnos was that, although very attractive as regards scenery, it was very dull as regards life, and a very quiet run ashore was expected. Things, however, turned out a little different as, in addition to an excellent bay for swimming it was also found that the few "locals" who did show themselves were extremely friendly and caused a great deal of amusement.

They helped pick fruit such as water melons, grapes, figs, etc., and by various methods of exchange even donkey rides which, incidentally, proved to be a tremendously popular pastime.

FILLING UP A HOLE IN HONG KONG

The end of a 50-year-old dry dock

DRY docks aren't built everyday—but on the other hand the occasion when one is filled in is so rare that surely the passing of such a tremendous feat of construction into oblivion should be marked by at least a paragraph or two. Even more so when so many people fail to realise that the task of filling in such a gigantic hole means a lot of hard work and planning.

At first glance it seems to be just a matter of finding several hundred lorry loads of rubble and tipping the lot in. But is it that simple? The truth behind this "simple" operation could only be told by one man, the Officer in Charge of Works in Hong Kong Dockyard, Mr. A. H. Robinson, who very kindly left his "hole filling in task" to enlighten the curious.

Although Mr. Robinson made light of such a gigantic task, a few facts carefully studied will reveal that there is more to it than at first meets the eye. Of the two methods which could

have been used, the first mentioned here is the one that was discarded. It comprised of merely filling in the dock with rubble from the inshore end until the dock was completely filled leaving a sloping embankment or ramp going down into the harbour.

THICK WALL

The method being used is somewhat more complicated but to a layman's mind much tidier. First, with the dock drained of water (naturally) an unusually thick wall has to be built. This is being constructed of

precast concrete blocks weighing some five tons each, and only separated from the caisson by a few feet.

Once the wall is completed, water is going to be allowed to enter the dock until the whole dry dock is filled. Only this time it will be the last time the sea will ever be able to encroach so far into the dockyard. With the dock flooded the caisson will be towed away for scrapping, and from there on it will just be a matter of filling in the dock from the inshore end as rubble becomes available.

Ah! But . . . says some bright boy, who has read this far. . . . What happens to the water? Realising that the water level would rise as the dock was slowly filled in—gaps were left at the foot of the wall to allow the salt water to drain away.

Mr. Robinson, who is now in England, enjoying his home leave after three years in Hong Kong, feels that it is a sad thing that the dock has to be filled in, although he realises that the ever increasing population of Hong Kong has caused the dock to become abnormally placed in this growing colony.

The foundation stone was laid by Commodore M. Powell, C.B., R.N., on January 15, 1902, although the dock wasn't completed until a few years later. Built on reclaimed land its construction on such an unstable foundation caused its constructor, Mr. Shortridge, more than a little trouble. In fact he made more than one attempt to have changes in the construction approved, but, because of the almost impossible communication problems in those days, he received little in the way of guidance from far-away London.

Incidentally there is talk, but to date no proof, that under the floor of the dock is a layer of sheet lead. If anyone has proof and ideas of recovering what would to-day provide quite a large bank balance, he should take the hint. The dry dock won't be for very much longer!

From the ice and snow to sand and crabs—nine months in H.M.S. Lagos

H.M.S. LAGOS (Cdr. R. P. Dannreuther), which commissioned on November 25, 1958, has had an exciting first nine months, with patrols in waters off Iceland, and journeys which have taken them 31,805 miles in nine months.

Lagos belongs to the First Destroyer Squadron and is on a General Service Commission—the first six months in home waters and the remainder of the commission east of Suez.

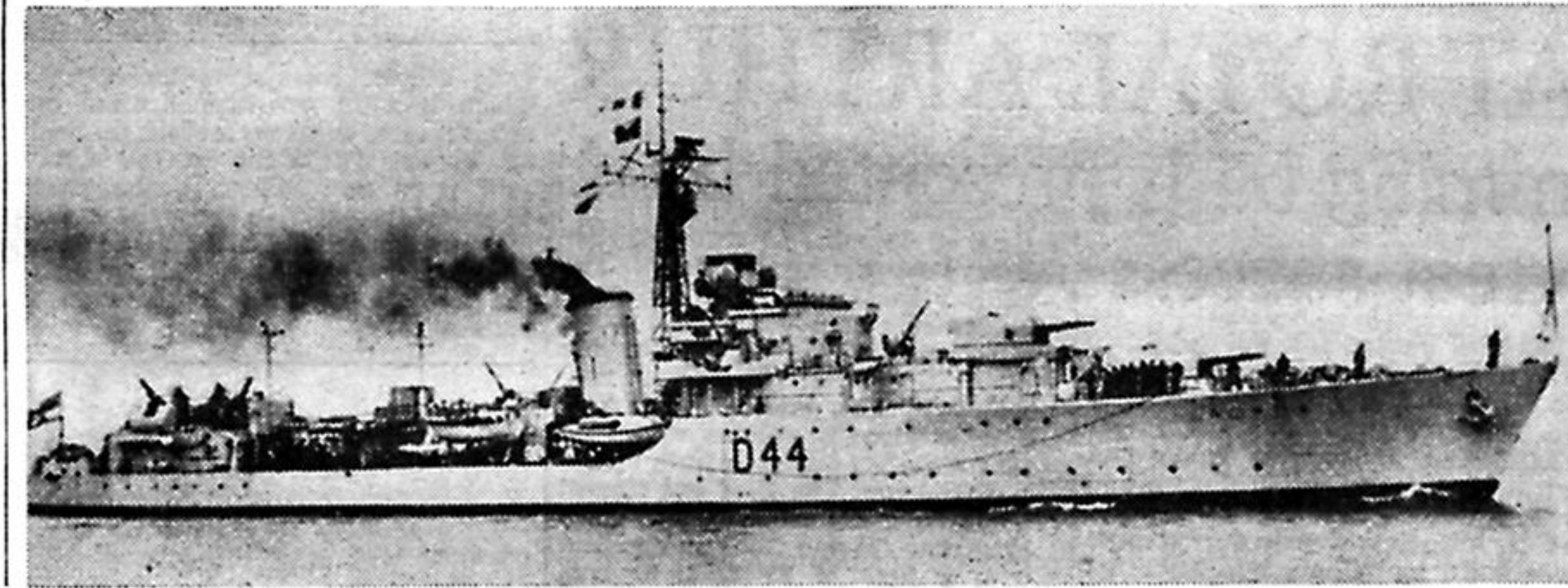
After working-up at Portland, a most strenuous 14 days but which everyone on board reckons still goes on for there has been fullings at sea, jackstay transfers, shoots, torpedo firings, ABCD exercises, fleet exercises and the usual concomitants which go to make an efficient fighting ship, Lagos sailed for Iceland.

Officers and men have vivid mem-

ories of that patrol, memories which they do not wish to be re-enacted—ice snow, rough seas, life-raft transfers to trawlers, splendid fish sent to the ship by the trawlers, of the trawler which came too close . . .

Christmas leave followed in January and then after Exercise "Dawn Breeze" and a trip to Lisbon (where, it is understood, a certain "Texas" bar may be renamed "Lagos"), the ship returned to Chatham for refit and docking.

The refit period was a strenuous one, hands working overtime to get



How can I save?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



the ship ready for sea. The hands on board remember the first lieutenant's words, "Well, boys, I reckon we are all square, with the extra work you have given me and the long weekends I have given you."

On to the foreign leg of the commission. The ship finally left Plymouth on May 25 with Royal Marines and Army personnel for the Lisbon Trade Fair, then on to Malta and, after exercising with units of the American Fleet and a quick dash through the Suez Canal, reaching Aden.

OUTWARD BOUND

It was at Aden that the coxswain and five Chief Petty Officers decided on a little "outward bounding." A quiet afternoon's sailing was intended but a force five wind blew up and the party found that they had to beach the whaler on a lee shore for the night. Cigarettes, matches, water (and beer) had all run out and a fire was out of the question until the chief electrician, after many unsuccessful attempts, managed to get his very old lighter to work.

Fierce looking land crabs forced everyone into the whaler where they spent a miserable night trying to sleep. (Have readers ever tried sleeping with a dirty wet mainsail as a blanket?). At first light Lieut. Williams in the ship's motor-boat located the party and towed them off the beach.

Back to the ship—the ship's company manning the rails. The feelings of the "outward bounders" can best be imagined—dejected is not the right word.

Three weeks in the Gulf followed and then on to Karachi. As the price of beer was about 6s. a bottle, the place was not "Jack's idea of a run ashore."

It was at Karachi that the ship's deep Sea Scout crew under L.S.B.A. Fraser contacted the local Scouts and had the pleasure of meeting Lord Rowallan who gave them many words

FASTEST WARSHIP IN THE WORLD

THE potentialities of H.M.S. Brave Borderer, a gas turbine fast patrol boat, were demonstrated to the press on September 18. Her makers, Vosper of Portchester, claim that the vessel is the fastest warship in the world, capable of more than 50 knots.

A second boat—Brave Swordsman—is nearing completion.

Continued from column 4

of encouragement in their scouting. A group of the local Scouts saw life on board Lagos which they all enjoyed very much.

It was also at Karachi that the "bulfer," C.P.O. Worrall left the ship through sickness to be repatriated to the United Kingdom. All on board wish him a speedy recovery.

THE OOZLAM BIRD

A strange event aroused the interest of all bird watchers and may mean the formation of a bird watching society on board.

One fine evening, during the first dog, a mysterious bird perched on the port yardarm. The captain peered at it through his binoculars, the navigator frantically scanned the pages of his "The World's Birds." The bosun's mate, never at a loss said "Cor, I know what it is, Sir. It's an Oozlam bird—one of them coloured ones." The first lieutenant came on to the crowded bridge and after a quick look broadcast to everyone on board "We have on board a very welcome visitor—a falcon, the ship's crest." "That's right, Sir," said the bridge messenger. "another name for the Oozlam bird. Quite a coincidence that the bird on the ship's crest should pay the ship a fleeting visit."

The ship's football team, under the watchful eye of L./Sea. Pask, has done well. The team has played 14 matches, won 11, drawn 1 and lost 2. A very creditable performance. The only Royal Naval ship to beat Lagos is Eastbourne to whom the ship lost by the odd goal in nine. Out of the 63 goals scored, M.(E.) Johnson has scored 29. In the squadron swimming gala the ship had to take second place to H.M.S. Centaur, but at water polo Lagos has played three and won three.

No ship has beaten Lagos at cricket but at hockey the ship does not seem to shine and of eight games played only three have been won and one drawn.



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Continued in column 5

TIRPITZ WAS IMMOBILISED BY THREE MIDGET CRAFT

Special Order recalls bravery

IN a Special Order of the Day issued by the Flag Officer Submarines on September 22, an event of outstanding skill and bravery and for which two awards of the Victoria Cross were made is recalled.

On the night September 11/12, 1943, six X-Craft (X5 to X10) set out for the Norwegian Coast, towed by "S" and "T" Class Submarines. Of the six starters, two (X8 and X9) failed to complete the passage, but the remainder reached their rendezvous on September 20, were slipped by their towing submarines and proceeded independently to attack the Tirpitz.

Unfortunately X10's periscope and compasses gave trouble and eventually failed completely, causing her to retire and only X5, X6 and X7 were left to carry on the attack.

These craft successfully negotiated the hazards of minefield, enemy surface vessels and anti-submarine boom in their passage of the Alten Fjord, and reached the Kaa Fjord, where the Tirpitz was anchored.

The Tirpitz was lying inside a torpedo net enclosure, but the gate was open when the X-Craft approached to allow storing lighters to enter. X6 entered the enclosure through the open gate and, though she broke surface on three occasions when inside the boom, managed to reach her objective. X7 entered the enclosure by passing under the nets and experienced much difficulty in doing so, but she too reached her objective. X5 was seen on the surface outside the torpedo nets after the attack, but she was fired on by the Tirpitz and appeared to sink.

On reaching their objective, X6 and X7 each laid two charges beneath the Tirpitz, X6 abreast "B" Turret and X7 one abreast "B" Turret and one under

the after engine room. Both X-Craft were forced to scuttle on completion of their mission, as escape was impossible. Although X7 did not get clear outside the torpedo nets she became uncontrollable and finally surfaced before scuttling.

TWO EXPLOSIONS

The Germans realised that an attack by X-Craft had been carried out but did not know what armament the X-Craft carried. A wire strap was slung round the ship and pulled from stem to stern. Consideration was given to getting underway but was decided against as the Germans were in doubt what awaited them outside. Finally, the bow was moved away from the X-Craft known to have sunk off the port bow, by working the cables.

The result of this attack was to immobilise the Tirpitz for six months.

The X-Craft attack was pressed home with courage and enterprise of the highest order and, of the 42 officers and men who formed the crews of the craft, 33 survived. Three had been lost on passage and six by enemy action. These X-Craft were commanded by Lieut. H. Henty Creer (X5), who was killed in the action; Lieut. (now Cdr.) D. Cameron (X6); Lieut. (now Cdr.) B. C. G. Place (X7); Lieut. B. M. McFarlane (X8) since deceased; Lieut. (now Cdr.) T. L. Martin (X9) and Lieut. K. R. Huds-peth (X10) who is now a schoolmaster in Australia.

For this action, Lieut. Cameron and Lieut. Place were awarded the Victoria Cross.



H.M.S. Mounts Bay—an A.A. escort type frigate of the Bay class

LEAVE PARTY IN KING GEORGE V PARK, MALAYA

ON April 22 a party of eight from H.M.S. Mounts Bay left Singapore for a ten-day "leave" in the Malayan jungle. The party consisted of the Captain, Cdr. W. J. Woolley; the Navigating Officer, Lieut. D. N. B. Mortimer; the Gunner, Sub-Lieut. J. W. Charlton; Sub-Lieut. (E.) A. R. Gleadow; L/Wtr. A. Greest; L/Coder M. Allinson; R.C./Optr. W. Sloan; and A.B. A. Charlwood.

The first stage of the journey was in an overnight train called the "Golden Blowpipe." This runs thrice weekly up the centre of Malaya and the party alighted at Tembeling halt at the foot of the Tembeling river.

The National Park consists of 1,677 square miles of jungle territory in the Malayan States of Pahang, Kelantan and Trengganu. Tiger, elephant and other animals and birds are to be seen. The journey into the park from the rail point is 40 miles up a river to Kuala Tahan where the deputy park warden lives in a small village (Kampong). There are lodges for visitors in the park at Tahan and at about 10-mile intervals further up river for another 30 miles.

The whole party spent one night together in the headquarters, and then split up into two groups. The first group (captain, gunner, leading writer and leading coder) went on to the

next lodge 10 miles up, and stayed for three nights; they then changed over with the other party. Transport was again by boat, and it was necessary to manhandle the boat five times. The upper lodge, called Terenggan, was beautifully situated 100 feet up on the bank of the river overlooking two sets of rapids. The only other house there was that of the Ranger and his family.

Nearly some two and a half miles walk into the jungle (ulu) there is a salt lick and water hole where animals come for refreshment. Overlooking this there is a "hide," which is a hut 30 feet up on poles. The hide has two bunks and a look-

out seat. Most of the party spent a night there. The only animal seen was a stag, but the noises were most eerie—especially at night and we were glad when the guides came to fetch us in the morning. Each person had four or five leeches on him at the end of the walks.

Bathing, fishing and walks were a main order of the day. Party two specialised in butterfly collecting, the navigating officer adding over 200 different species to his set. Another major line was photography—particularly the colour specialisation.

On the ninth day, the party boarded an eight-man boat and went past the original starting place and on to Kuala Lipis—this is the only large sized town in the area. After 80 miles (eight hours) in a boat they were glad to arrive at the pier, and eight beards were shaved and 24 pints of "tiger" beer drunk before the party boarded the return "Blowpipe" to Singapore.

NEW FAR EAST S/M SQUADRON

The Admiralty announce that a new Submarine Squadron—the 10th—is to be formed later this year and based on Singapore.

Its functions will be to provide the Far East Fleet with a submarine arm and also to cater for the requirements of Commonwealth Navies to train with operational submarines. The new Squadron will be additional in the Far East to the Royal Navy's 4th Submarine Squadron which is based on Sydney and works primarily with the Royal Australian Navy and Royal New Zealand Navy in the same way that the 6th Squadron at Halifax works with the Royal Canadian Navy.

The first boat (Tactician) is already refitting at Singapore and she will be joined by a second (Teredo) in November. Others will follow during 1960.

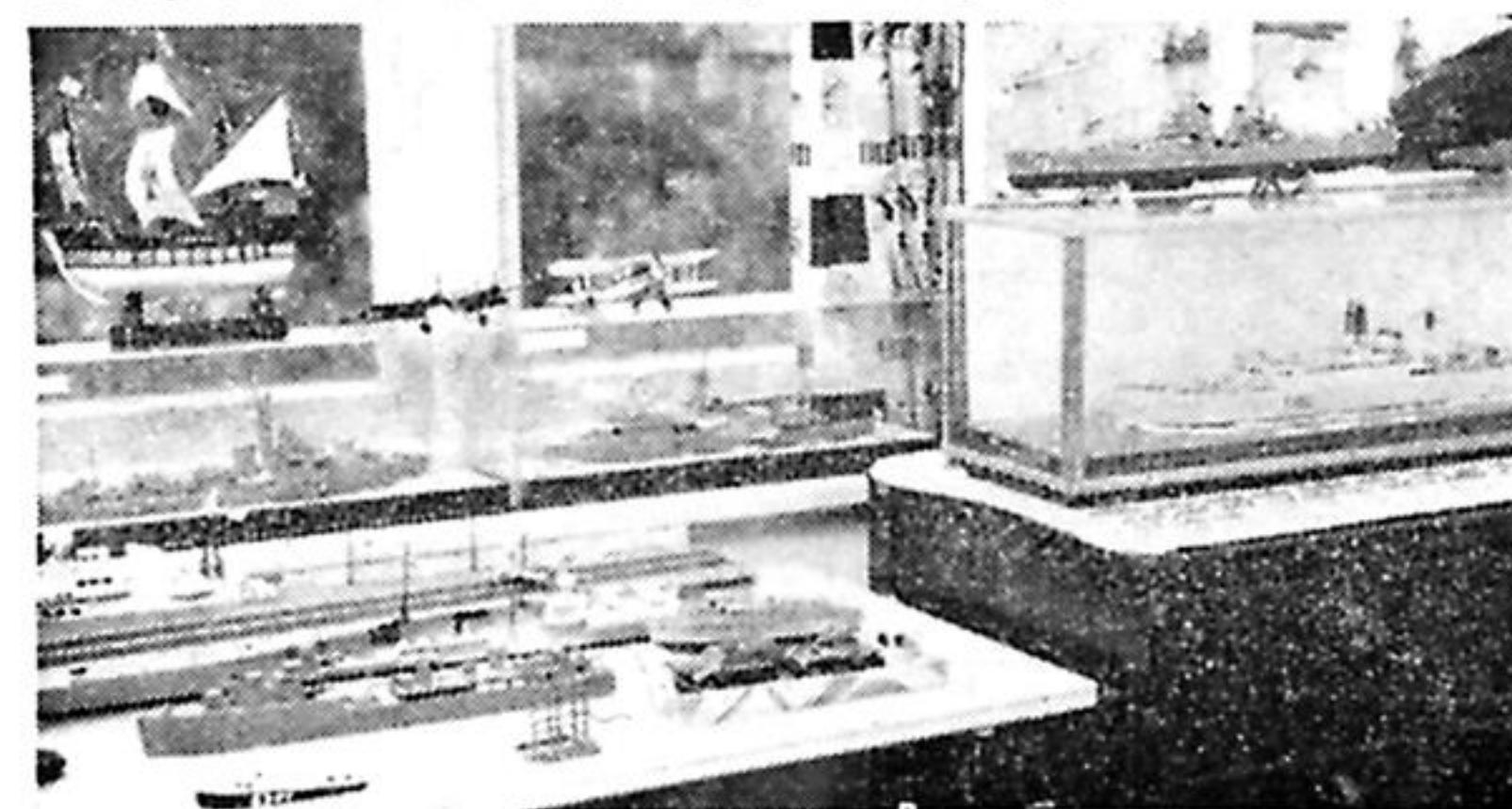
'OWN ADMIRAL OF OWN FLEET' BUILDS OWN SHIPS

NAVY NEWS is pleased to introduce to its readers a young man (boy is perhaps the better word for he will not be 14 until October 7) who, through his hobby of model ship building, has made quite a name for himself. He is Adrian Bomback of North Harrow.

Adrian has been making ship models since he was five and his knowledge of the Royal Navy is immense. The various classes of destroyers and frigates, their particular functions and armament are no mysteries to Adrian. He is the founder of a unique club—the A.B.S. (Adrian Bomback Ship) Club—and being a "shore base" it has its own name, A.B.S. Intrepid. The club is now in its third year and at the beginning of August it had its A.B.S. Navy

Days, at which visitors were shown round a museum of nearly 100 models and various naval equipment. This special Navy Days started with the hoisting of the flag and continued with a Night Operation display during which many effects were produced. The club also demonstrated some of its activities, e.g., navigation on a pond in the garden with models, target practice, throwing the heaving line and instruction on ships.

This young enthusiastic lad has



Some of the models Adrian Bomback has made

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Adrian Bomback—Own Admiral of Own Fleet

been awarded many diplomas of merit and prizes for his models at the Model Engineer Exhibition, has had an article accepted by the editor of a model making magazine on how to make a model destroyer, and is writing a book "Making Model Warships."

TV APPEARANCE

The high-light of Adrian's career came last July when he—and some of his models—appeared in that fascinating programme on the B.B.C. children's television "All your own." During this programme parts of a film taken by the B.B.C. of the club's activities were shown, and Adrian demonstrated some of the many models he has made.

The bedroom of this "Own Admiral of own Fleet" is decorated with models, pictures of ships, maps and charts and over his bed hangs a ship's lantern.

Mrs. Bomback, who "pipes" Adrian in to dinner from his workshop at the bottom of the garden (a workshop fitted with a lathe and instruments to assist him in his model making) by a service telephone, has added a finishing touch by decorating the boy's blazer with gold braid—making a uniform of which any boy could be proud.

Adrian Bomback is to be congratulated on his enterprise—and who knows—perhaps he will one day be designing and building real ships for the Royal Navy he so obviously loves.

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Memories of Blackpool conference



TWENTY NEW MEMBERS

TWENTY new shipmates have joined the Bedford branch of the Royal Naval Association this year and this is quite an achievement.

The annual dinner this year is to be held on October 21—a most appropriate date—when it is expected that the function will be a first-class affair and well attended.

The darts team has been doing well. Against really top teams it reached the quarter-finals in the Battle of Britain Cup, and the name of Bedford Royal Naval Association appeared on the prize lists of the United Services Games League. The branch was runner-up for the Arnold Trophy itself and also for the Crib and Domino Cups.

We Will Remember Them

Shipmate Cdr. J. Lees, O.B.E., R.N.V.R., President of the Purley branch.

Shipmate Edward Massey, a life member of the Association and an active worker of Welwyn Garden City branch.

Commander R. Bruce Chandler, R.N., Vice-President, National Council Royal Naval Association, recently made a double presentation of silver tankards to Alderman J. Parker, Mayor of Blackpool in 1958, and Mr. H. Porter, Director of Publicities, in appreciation for their co-operation and service to the Royal Naval Association at their annual conference held at Blackpool in June, 1958. From left: G. F. Robson, Chairman R.N.A. Blackpool, Alderman J. Parker, Commander R. Bruce Chandler, Lieut. J. H. McNulty, R.N.R., and Mr. H. Porter—Photo: Blackpool Gazette

Some afterthoughts on the conference

WHILST the overwhelming decision of Conference to visit Plymouth in 1960 will be regarded with satisfaction by all who believe in the sanctity of the pledged word, it must not be overlooked that the decision will inflict a blow next year upon the resources of our Association—unless we do something to mitigate its effect.

If we admit, as I think we must, that so long as we are prepared to fight for the things we believe in we must also be willing to pay the price involved, it becomes possible to view this vexed question of Conference costs in its proper perspective.

Our Association has over 300 Branches, not all of which are large or wealthy. It does seem possible however—if only as a gesture to our President—for the cost of the 1960 Conference to be defrayed, in part at least, by the voluntary contributions of those Branches which share this

view, notwithstanding their present contribution by way of annual subscriptions and the purchase of goods from Headquarters.

It is of course understood that some Branches, maybe of recent formation or because they have problems of their own, will not be able to contribute in this way, but it is hoped that there are many who will welcome such an opportunity of expressing in a practical way their support for the Association we are all so proud to belong.

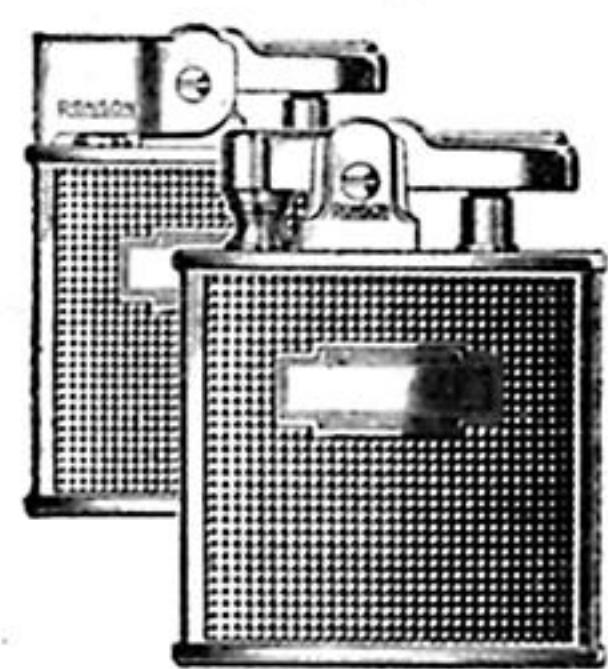
The National Council could hardly issue an appeal in these terms, but will, no doubt, appreciate any help that the Branches are willing to give towards redressing the imbalance of the accounts. This imbalance has been a regular "Aunt Sally" these last few years. Let's get together and knock it for 600!

It needs no mathematical genius to see that if 60 Branches were each willing to contribute £10 for this purpose, the problem of financing the 1960 Conference would be solved, and that lesser contributions from a greater number of Branches would achieve the same result. Think it over shipmates!

The Hull Branch has already endorsed the principle and promise the first £10, which will not, however, be remitted to H.Q. at once. It has instead been invested in Premium Bonds, and if "Ernie" shows a real interest in our affairs, we believe the Branch will rise to the occasion.

SECRETARY, HULL BRANCH.

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Blackpool has new H.Q. TRAfalgar Dance Tickets AT A PREMIUM

BLACKPOOL branch has moved its headquarters to the local Transport Club, Pelham Mount, Park Road, and in consequence is able to organise social occasions on a much larger scale than hitherto. Snooker, bowls, darts matches, and dances on quite a large scale can be run in Pelham's very large ballroom.

This year, on the very day, the Blackpool branch is having its Trafalgar Night Dinner Dance at the Imperial Hotel, the headquarters chosen for the Blackpool Conference

in 1958. Every year since the Branch was founded, a Trafalgar Dance has been held, and as each has been a great success, its fame has spread to such an extent that tickets are always at a premium.

There has been some changes in the Committee which now consists of Shipmate G. F. Robson, Chairman; Shipmate S. Perrett, Vice-Chairman; Shipmaid H. Wood, Hon. Treasurer; Shipmate T. Molliner, Hon. Secretary, 10 Westbourne Road, Cleveleys. The very able past Hon. Secretary, Shipmate J. McNulty, was made a Vice-President for all the very good work he has done. He is a founder member of the branch, and an outstanding personality. He carries on doing his bit as No. 10 Area Chairman.

Prospective visitors to Blackpool are invited to the Headquarters. Meetings are held on the first and third Wednesdays of every month, with many social events in between.

'Pirates of Whitstable' hand £50 to charity

THE Whitstable branch of the Royal Naval Association has recently taken part in four carnivals and gained one first, two seconds and one third prize. The "Pirates of Whitstable" were thus a good "each way" bet. It is estimated that the branch collected about £50 for local charities in these carnivals.

Arrangements are going ahead in the branch for the children's Christmas Party and it is expected that there will be even more children than the 150 entertained last year. The branch is not, however, too busy to welcome shipmates from other branches and if secretaries will send along their social programmes Whitstable will see what can be done.

The Medway College of Arts is making a wonderful job of the branch Standard and members are looking forward to the dedication ceremony next year when they hope they will have the opportunity of seeing lots of "old ships" from Numbers 1 and 2 Areas as well as those from further afield.

'ALL'S WELL' AT DARLINGTON

THE Darlington branch of the Association has been very active lately in entertaining parties from neighbouring branches and it hoped that visitors have enjoyed the evenings as much as the hosts.

During August the children's out-

Winter routine at Dorking

WITH summer drawing to a close and darker evenings about to take over, the Dorking branch of the Royal Naval Association is about to "set sail" into a run of dances and entertainments.

The main dance in the near future will be the one on October 24 at Dorking Halls in aid of the King George Fund and local charities when it is hoped that there will be a large attendance.

The branch would have liked to have attended Croydon's "party" on October 10 but a previously arranged dance precludes this.

A few branch members visited Twickenham recently and thoroughly enjoyed the hospitality extended to them. It is hoped that Twickenham will be visiting Dorking near Christmas.

The children's summer party was a huge success and already the children are talking of next year.

Hounslow has been getting around

HOUNSLOW branch of the Royal Naval Association has been very active socially these past weeks. Visits have been made and visitors have been entertained at branch headquarters.

The annual outing was to Lancing and, as everyone was very sorry to leave, the R.N.A. Club members there will realise how much their hospitality and friendliness were appreciated.

A few members had a day with the Army in July; at least, they joined the

Royal Fusiliers Association outing to Littlehampton—a day which they thoroughly enjoyed.

Several socials and darts matches have been arranged, and a contingent from the branch will be at the Westminster branch dance. A coach load will be attending the Croydon social, and needless to say shipmates are looking forward to the Reunion at the Festival Hall. The next general meeting is October 9, and there is to be a social at the headquarters on October 23, when shipmates who may be "roving" in the area will be more than welcome.

ing took place. Ninety-six children were taken to Seaton Carew, each child receiving 5s. It was a splendid outing and the branch wishes to express its gratitude of ex-Wren, Mrs. V. Pemberton, for the arrangements and also to the Social Committee for its help in raising funds. Another "occasion" was Wingate's 21st Anniversary Dinner. Darlington hopes that the dinner was instrumental in bringing in new members to help that hard core of staunch members which is endeavouring to make Wingate the enthusiastic branch it always was.

Christmas is looming up over the bows and the branch has opened up its Wine and Spirits Club under the direction of Shipmate Secretary E. Crawford. Showing that Darlington is always looking ahead, arrangements are under way for the Annual Dinner and Dance to be held next March and Shipmate "Sonny" Jones is ready to collect monies members may wish to put on one side for that event.

Decorations are still the order of the day for although the downstairs bar has been refurbished and made shipshape, extensions to the bar cellar and the decorating of the upstairs bar remain to be done.

The Games Section is ready for the coming season and is confident that it could win one or two of the championships if only members of the branch would attend whenever possible so that full teams could be put on the floor. The talent is there.

Although the branch can report "All's Well" and although new members are being enrolled there is the same old story—many branches are in the same boat—that laxity in the renewing of subscriptions. Darlington would be happier even than at present if members renewed their subscriptions without having to be reminded so much. It is not a great deal—less than a pint a month per year.

The branch was delighted to see Shipmate Hayward back again after being sick for so long, and is looking forward to greeting Shipmate Foster after his absence. Mrs. Pemberton has taken over the duties of Ladies Welfare Officer and Shipmate Carr carries on for the male members.

MEMBER MAKES IT A HABIT

Shipmate wins challenge cup for third time

The eighth annual horticultural show of the Chatham Branch of the Royal Naval Association was held at the branch headquarters on September 5, and in spite of the dry season Shipmates and Associate Members put on a first-class show.

The exhibits in the flower and vegetable classes reached a good standard

TROPHIES FOR DISPOSAL

A NUMBER of articles previously accounted for as trophies have recently been removed from official charge and it is thought that some of them might be valued as souvenirs by former members of ships' companies who have served in the ships concerned.

Applications for any of the items should be made in writing addressed to "Trophies," c/o "Navy News," R.N. Barracks, Portsmouth. The souvenir will be sent to the writer of the first application received for each item, a nominal price being charged and a charge to cover the cost of postage. Any articles not applied for by November 1 will be scrapped or disposed of by sale locally. The condition of these items is fair.

H.M.S. Elphin.—No. 2995Q, pewter tankard.

H.M.S. Enchantress.—No. 3263, E.P.N.S. tankard.

H.M.S. Fleetwood.—No. 3010, pewter tankards, four in number.

H.M.S. Kenya.—No. 5234, pewter tankard.

H.M.S. Vanguard.—No. 6058, pewter tankard; No. 6121, E.P.N.S. tankard.

H.M.S. Wren.—No. 6456, E.P.N.S. Tankard.

H.M.S. St. Vincent.—No. 7109, naval officers' swords, two in number.

'WHAT IS A MATELOT?'

By D. A. DODIMEAD

THE question "What is a Matelot?" has been asked many times. It is a difficult one to answer, for the Matelot can be all things to all men at all times.

He is a queer fish. You can spend all your life on the lower deck, work, play, eat and sleep alongside him, then think you are in a position to sum him up. Put all your impressions down on paper, and tell yourself you can analyse "Jack." You can't you know, for "Jack" is a walking contradiction, the psychiatrist's nightmare.

On the messdeck in an argument he will assume the profundity of a lawyer, and discuss in much detail, and at great length, something he knows nothing about at all.

A bugle call or piped order can change him in an instant from a happy optimist into an embittered pessimist.

On board, ashore, waking or sleeping, on duty or on leave, he seems eternally at the mercy of some "twelve," the expiration of which he will lightly, sadly, hopefully, winsomely, imploringly, scathingly, sometimes frantically, entreat to "roll on" and when the "twelve" have duly "rolled on" he requests to see the captain and asks for another 10. This being granted to him, he returns to his mess, and forever after raises the mournful cry: "Roll on pension." In this matter as in many others he is his own deceiver.

When ashore the Matelot is, by his own light, a paragon of virtue. He learns a foreign language with the help of nature, preferably feminine, and he seeks lurid experiences and strange adventures, not so much for his own gratification as for a topic of conversation at the next morning's breakfast table. If he does not find these adventures, then he will invent them, thus: "Then this Italian princess takes me to her flat," etc.

A sailor is a person who goes to

and there were some fine bottling and good cakes in the domestic classes.

In the flower and vegetable classes Shipmate G. Harris obtained ten "firsts," three "seconds" and three "thirds" and with 39 points became the winner of the "Walter Ellingham Challenge Cup" for the third year in succession and thus gets a replica of the trophy.

Other winners were Shipmate R. Guill two firsts, a second and two thirds, Shipmate W. Wooldridge two seconds and a third, Shipmate A. Cooper two firsts, four seconds and three thirds, Shipmate W. Cooper a second, Shipmate W. Mace one second and five thirds, Shipmate D. Lea two seconds, Shipmate W. Terry one first, five seconds and two thirds, and Associate Member Mrs. H. Ashford, three firsts. In the domestic classes the winners—all Associate Members—were Mrs. Guill a first, Mrs. Harris a second and a third, Mrs. S. Cooper a first and a second, Mrs. Wiggins a second, Mrs. R. Lea a second and a third and Mrs. Ellingham two firsts and a second.

The show was organised by vice-president Shipmate W. Ellingham and the number of entries was up on last year's total.

The prizes were presented by Associate Member Mrs. Cooper (social secretary of the Ladies' Section) and later the produce was sold.

A social evening followed the presentation of prizes.

LOWESTOFT TO HONOUR R.N.R. CENTENARY

THE autumn of 1959 will be the centenary of the Royal Naval Reserve, and all over the country, arrangements are being made to hold memorial services and stage march pasts.

No. 5 Area of the Royal Naval Association will be celebrating with a memorial service in Belle Vue Park, Lowestoft, where the only memorial to the Royal Naval Patrol Service is situated, on Sunday, October 11, at 3 p.m. The parade will march through the High Street led by a band of Her Majesty's Royal Marines, a young seamen's guard from H.M.S. Ganges, and, if circumstances permit, a large contingent from the Fishery Protection Flotilla.

A very large number of Royal Naval Reserves, both officers and

LIFE ON THE FIRST AND LAST BISHOP ROCK KEEPER WRITES OF PASTIMES

"WHAT made you join?" and another voice, "What do you do, play cards all day? How long do you go off for? What light-house?" The speakers, visitors to the Scilly Isles, have found out that a keeper has just been relieved and they are eager to know what makes him "tick." Don't misunderstand me, we are not ashamed of being keepers of the "First and Last"—known to seafarers as "Bishop Rock"—it's just the fact that to us it's a service, akin to any other, by virtue of the fact that it's ours by choice and our ambition on coming ashore, is to get "up the line" by the next available means, be it packet or plane.

On September 18 the branch held a dinner and dance in the Town Hall to celebrate its birthday, and many past and present shipmates attended.

It was very gratifying to see that the R.N.A. Pirates from Basingstoke managed to beat their target in the recent Carnival Week and by sheer hard team work and a very generous public were able to collect £214 10s. 8d. for the carnival fund for the Old Peoples' Centre.

It is with regret that we report the death of Shipmate George Hutchings, who had worked very hard for the branch and Association for a number of years.

men are expected to parade in uniform. The Admiral Commanding Reserves—Vice-Admiral Kaye Edden, C.B., O.B.E., will take the salute and lay a wreath on the memorial.

Branches of the R.N.A. sending contingents are asked to parade with standards if possible. This occasion is not confined to one area and all branches of the Royal Naval Association will be welcomed in the parade. Any further information required can be obtained by writing to S. C. Coleman, 9 Winnipeg Road, Lowestoft, Suffolk.

For those on board, pastimes are quite easy to find. The answer is,

work. There are three crew and watches are kept, similar to the "Andrew," only the "dogs" are together? So the hours of watch-keeping alone, run out to 56 in each week. Every third day, it's your turn to open the peas and "bash" spuds. Then there is the inevitable "snag" on engine, batteries, fuel tanks, air tanks, or maybe your R/T set. When this occurs, in a good crew such as this, then all hands muster and time becomes irrelevant, until all is righted and we can "sail" again.

Of course we are not quite enough crew to have a "firm" or a bakery, so any chance of a "scive," finds you over a bowl, either "dhobey" or dough being the contents.

For those who are interested, there is a diversion whilst on watch or otherwise. You know, these crack Atlantic runners make a wonderful picture as they come up to us and either turn to port, States bound, or the engineer gets a chance and she leisurely passes, so that she doesn't get in for berthing too early! Again, there is often the "White Ensign" to be seen and as I write this the quarterdeck lights of a frigate are visible away to the eastward, lying in the Sound, seemingly between our "chumby ships," red Round Island and white Penninis. To the southward, a string of ships can be seen, twinkling their way past the Wolf, which is occasionally visible from here. This is always a welcomed sign, because then our fog jib can stay lashed and our charges of "Tonite" remain silent.

Despite all these "good things," I'm always glad to get ashore for the next R.N.A. meeting and to hear the sweet tones of a good caller, telling us about "legs," "fevers" and what to do with "Kelly's eye!"

Why did we join? What is our pastime? You've got a rough idea now Shipmates, but I did say, only a rough one!

GEMM READING.

Presentations to Parachute Regiment

A MODEL aircraft carrier was presented by the Commander-in-Chief, Portsmouth (Admiral Sir Manley L. Power), on board H.M.S. Victorious at Portsmouth on September 10 to Lieutenant-General Sir Gerald Lathbury, representing the Colonel of the Parachute Regiment. A large plaque was also presented. The gifts commemorated the liaison between the Aircraft Carrier Squadron and the Regiment at the time of Suez.

"Collar sense at last

Jack . . . that certainly is smart!"



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NEWCASTLE & GATESHEAD GREET H.M.S. TYNE

THE Newcastle and Gateshead branch had its annual outing to Seashores this year, and from accounts received it was the most memorable affair ever.

Showing their excellent timing, 24 good men and true arrived for lunch at five minutes to 12 and refreshed themselves until lunch time—five minutes past two. "Father Neptune" Turtle provided the "vin rouge" for lunch and afterwards the party went along to the beach to play cricket, football and to sleep off the effects of a splendid meal.

A salmon tea followed the afternoon's exertions, and then the company joined up with a "chumby ship," the R.E. Association of Newcastle, for a first-class evening.

The ladies' dance committee, Mesdames Finch, Clasper, Coe and Grigsby, are having meetings to discuss ways and means of raising funds for the Trafalgar Day dance to be held on October 16. The annual Miss Neptune contest will be held at this affair.

The sailor is a combination of applied indifference and deep concern.

He is expert with animals or children, near truth at the defaulters table, Cassanova in bell bottoms, a lover of a pint of beer, and in action he is Britannia at her best.

The Newcastle and Gateshead branch extends a hearty welcome to visitors who may venture to the north-east.

How do I know? I AM AN ANCIENT MARINER.

Admiral of the Fleet Earl Mountbatten, the Chief of the Defence Staff, flew in the Hovercraft when it was at Lee-on-Solent on September 21.

Admiral Sir Guy Grantham, former Commander-in-Chief, Portsmouth, and now Governor of Malta, has been appointed Chief Scout of Malta and Gozo.

5th Frigate Squadron's commission finishes

THE Fifth Frigate Squadron returned to their home ports on September 21, to pay off and recommission, after an extraordinarily varied General Service Commission.

H.M. Ships Torquay, Tenby and Salisbury spent a great deal of their Mediterranean leg engaged in Cyprus patrols, while H.M.S. Scarborough was detached for service at Christmas Island for the 1958 series of nuclear tests.

During the home leg, H.M.S. Torquay was unavoidably withdrawn from the Squadron. The Captain (F),

H.M.S. Salisbury at Norfolk (Va)

H.M.S. Salisbury (Cdr. A. G. Watson, R.N.) arrived at Norfolk, Va., on July 10 in company with H.M. Ships Victorious, Scarborough and Tenby.

The large Naval base and air station at Norfolk provided many facilities for the ships' companies—the most popular one being the PX store where all kinds of goods could be bought at reduced prices. Bus tours were arranged for visits of up to two days to such places as Washington, D.C., Williamsburg, Jamestown and Yorktown. The latter was of particular interest in view of the British surrender there in 1781 to the American and French forces.

At Williamsburg a cricket match produced a great deal of speculation and several amusing remarks from the spectators.

On July 16, Victorious and the 5th Frigate Squadron sailed to take part in Exercise "Riptide" which involved some 50 American ships and was primarily an Air Defence Exercise providing training in cross operating aircraft and anti-submarine work.

Following the visit to Bermuda with H.M.S. Bermuda and the 5th F.S., H.M.S. Salisbury started her Canadian cruise. The ship returned to Devonport on September 21 to pay off and recommission on September 29 for General Service. East of Suez/Home.

BERMUDA CELEBRATIONS

They then sailed for Bermuda where, with H.M.S. Bermuda, they took a full part in the week's celebrations marking the 350th anniversary of the foundation of the Colony by Sir George Somers. Considerable hospitality was extended to the ships' companies, who took full advantage of the wonderful swimming from the coral beaches there.

After this, the ships visited Halifax, Nova Scotia, for self-maintenance and paint ship, before their visits to ports in the Maritime Provinces of Canada. Later, at Montreal, H.M.S. Scarborough embarked Admiral of the Fleet the Earl Mountbatten of Burma and Countess Mountbatten for passage through the St. Lawrence Seaway, to Toronto, where Lord Mountbatten opened the Canadian National Exhibition. All ships visited a number of other ports in Canada, as well as United States ports in Lake Ontario and Lake Erie. Ships' companies were given an excellent reception by the peoples of Cleveland, Buffalo and Rochester.

The opening of the St. Lawrence Seaway has further widened the horizons for the ships of the Royal Navy, and it was a great privilege for the Fifth Frigate Squadron to be the first Squadron from the Royal Navy to pass along this great waterway.

INDEPENDENT OLD SALTS FIND CALM HAVEN

Pembroke House a real home

WITH the recent acquisition of a ship's binnacle, a steering wheel and a brass cannon, Pembroke House—the Home administered and maintained by the Royal Naval Benevolent Trust for Aged Ex-Naval Men—has taken on an added nautical flavour.

Pembroke House, situated in Oxford Road, Gillingham, Kent, has the reputation of being a home in the true sense of the word, and has accommodation for 38 residents. It is a modern three-storey building, set in its own extensive grounds, facing Gillingham's main park and having,

SMALL DORMITORIES

The sleeping accommodation consists mainly of small dormitories, but there are one and two-bed rooms for those who have special needs. On each floor are bathrooms and lavatories that have been adapted for the elderly. A lift does much to ease the



Pembroke House—the Royal Naval Benevolent Trust's Home for aged ex-naval men

from the balconies at the back, a fine view of the Medway Valley and shipping passing to and from Rochester and the Chatham Dockyard.

The thoughtful gift of a telescope, subsequently mounted on a stand, gives much pleasure to the residents and is in regular use.

There is a comfortable lounge and a rest room where visitors can be received. The dining room has small tables and is handy to a modern tiled kitchen which contains almost all that could be desired of up-to-date equipment.

difficulties of those who are no longer able to get about freely.

Every possible care of the residents is taken by a staff that includes a matron and deputy matron, both State Registered Nurses, and a number of male attendants, themselves ex-Naval men. The honorary medical officer is always available when required.

A measure of the success achieved can be seen in the improved health

and cheerful outlook of the aged ex-Naval men who are so fortunate as to be in Pembroke House—fortunate because to most of them it is not only a calm haven, but the first real home they have known for years.

Not a few have arrived broken in health and spirit by the struggle to maintain themselves against a background of loneliness and failing powers; but a few weeks of regular and ample meals, companionship, and personal and understanding attention never fails to restore something of the former vitality and—what is much more important—self-respect and confidence.

The more elderly residents spend most of their leisure time in the lounge, but much is done to encourage some form of activity—there is a workshop and a handcraft room, and requests connected with other hobbies are sympathetically considered. Some old sailors have "green fingers" and garden space is available for any resident who wishes to cultivate a small plot; others have shown an interest in poultry, and tropical and pond fish are also kept.

ENTERTAINMENTS

An entertainments committee arranges coach and other outings, and a stage in the lounge enables "variety" to be brought to those residents whose infirmities restrict their movements. A large television set is always in demand and for those who prefer the alternative programme a smaller set has recently been installed in the rest room.

Any reasonable suggestion for increasing the amenities of the Home is always carefully considered. A new project—the generous gift of the Welfare Committee, Royal Naval Barracks, Chatham—is a bowling green that is now nearing completion.

With 38 independent old salts—many of them belonging to the "down screw—up funnel" era—there have to be some regulations for the good of the community as a whole, but regimentation is a word that does not apply to Pembroke House and rules are kept to the absolute minimum.

The residents are free to go where they like, but are expected to be in (Continued on page 15, column 4)

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MANAGERS (married and preferably under 40) required for off licences situated in London, Middlesex, Essex, Bedfordshire, Berkshire, Surrey, Kent, Sussex and Hampshire. Applicants (non-commissioned) must be willing to train in high-class sales and must be in possession of a driving licence. This is an opportunity for those who wish to take up a sales career and who consider they have good ability. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and, when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension; also living accommodation with free electricity, gas, coal and coke will be provided.—Application should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

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COMMISSIONED at Devonport on October 14, 1958, and at present serving on the foreign leg of a General Service Commission, H.M.S. **Ulysses** (Cdr. C. J. Cunningham, Royal Navy), a Type 15 fast anti-submarine frigate attached to the 6th Frigate Squadron, has had a very eventful commission so far.

Her 10 officers and 176 men have taken part in every major exercise of the Mediterranean forces, seen duty on the Cyprus patrol and have made names for themselves by winning the Argonaut Cup and Cock of the Fleet at the Fleet Regatta which took place at Augusta.

Places of interest visited during the fleet cruise included Istanbul, Beirut, Cagliari and Mentone.

Ulysses is expected to arrive at Devonport on October 7 after having visited Oporto to give leave before the commencement of the home leg of the commission.



Apollo visits London

Admiral Sir William Davis, Commander-in-Chief, Home Fleet, visited London for five days during September, flying his flag in H.M.S. Apollo. The Lord Mayor is seen above being presented to Rear-Admiral J. B. Frewen.

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Ulysses wins the cock

THE WHITE ENSIGN ASSOCIATION LTD.

(Continued from page 6, column 3)

12 in 1957, since the age of 8 he had expressed a determination to follow in my footsteps. Could I recommend a way of life that, even without another "axe," would almost certainly entail retirement in the late forties or early fifties? Was this a fair outcome after the expensive education I had provided him from my slender resources? Yet, in my opinion, there is no finer life and, in this nuclear age, the Navy of the future will have a more vital role than ever in the past.

GREATEST ASSET

There was, however, one big item on the other side. Competition to get into the Navy had always been severe. Only the top schoolboys could attain the short list of candidates, and only a small percentage of those could be accepted. Therefore, when starting again in his late thirties or forties, the Naval officer's greatest asset, from which he should gain confidence, is to realise that he is a product drawn from the best material of the country. He did well in the face of competition as a schoolboy in order to become a Naval officer, he should do equally well now.

CHALLENGE

So I ended my article with a challenge: "But Industry must play its part too. During the centuries, the public of Great Britain have grown accustomed to taking their Navy for granted. Despite the recent reductions in its strength and the possible consequences upon recruiting of the current 'Axe,' the average Briton would be inclined to say, 'Oh! . . . the Navy always does its stuff and comes up trumps in the end.' So it will if there are enough up-and-coming boys of the right type climbing into dark blue uniform during this 'run-down' period. But this will not happen if the schoolboys and fathers of today are presented with the spectacle of a country swarming with out-of-work ex-Naval officers, for whom industry could not find a place."

The response to this challenge was surprising and it was soon obvious that a new organisation, dealing solely with all ranks of the Navy, was required, and if this new organisation could include the provision of sound financial advice to the whole serving Navy as well as to those being prematurely retired, I felt that I could whole-heartedly recommend the Navy to both my sons.

Inspired by the encouragement of one or two great men who had read "The New Way Ahead," and who sent me on a tour of the City to mobilise the goodwill they knew to exist, it took me one year to form the Association.

MAIN FUNCTION

Our main function is to provide financial advice in its widest sense. This includes not only direct investment, but the examination of industrial propositions; advice on all types of insurance, house purchase, commutation of pension, taxation, and so on. In a recent letter to all flag officers by Admiral of the Fleet, Lord Mountbatten of Burma, as First Sea Lord, he wrote that "because of the composition of the Council of Management, the advice given by the Association is probably the best available anywhere in the country."

Looking back over the first year of the Association's existence, it has been possible, through our contacts, to help many Naval officers and men to find a new and satisfactory way of life and, as our contacts increase, we hope to be able to do more and more to solve this problem in the future. It is gratifying to find that we have provided advice to safeguard close on one million pounds and have also prevented many officers and men from losing their money in unwise enterprises. Some tragedies have not been averted because there will always be a percentage of people who seek advice too late.

LONG-TERM AIM

The Association's important long-term aim is to provide financial advice to the serving Navy throughout their careers, and to combine with it advice and help in the attainment of qualifications required in civilian life as a corollary to those required in the Service, so that the problem of resettlement and early retirement — of necessity the fate of many in a fighting service — will be much eased. We have had a surprising success in our beginning. It is hoped that the same success will attend our long-term aim of becoming a valuable background to the serving Navy of the future.

